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KOWLOON-CANTON RAILWAY. TIME TABLE

On and after AUGUST 24th, 1930, until Further Notice (all previous
Time Tables cancelled)

UP TRAINS

STATIONS	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.
Kowloon Dep.	8.35	9.00	9.35	10.00	10.35	11.00	11.35	12.00	12.35	1.00	1.35	2.00	2.35	3.00	3.35
Yamat Dep.	8.44	9.19	9.54	10.29	10.54	11.29	11.54	12.29	12.54	1.29	1.54	2.29	2.54	3.29	3.54
Shatin Dep.	8.56	9.31	10.06	10.41	11.16	11.41	12.16	12.41	13.16	13.41	14.16	14.41	15.16	15.41	16.16
Maipo Dep.	9.10	9.45	10.20	10.45	11.20	11.45	12.20	12.45	13.20	13.45	14.20	14.45	15.20	15.45	16.20
Maipo Market Dep.	9.15	9.50	10.25	10.50	11.25	11.50	12.25	12.50	13.25	13.50	14.25	14.50	15.25	15.50	16.25
Shauki Dep.	9.25	10.00	10.35	11.00	11.35	12.00	12.35	13.00	13.35	14.00	14.35	15.00	15.35	16.00	16.35
Shauki Market Dep.	9.30	10.05	10.40	11.15	11.50	12.25	13.00	13.35	14.10	14.45	15.20	15.55	16.30	17.05	17.40
Shauki Arr.	9.35	10.10	10.45	11.20	11.55	12.30	13.05	13.40	14.15	14.50	15.25	16.00	16.35	17.10	17.45
Canton Arr.	12.34	1.09	1.44	2.19	2.54	3.29	4.04	4.39	5.14	5.49	6.24	6.59	7.34	8.09	8.44

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.
Canton Dep.	8.35	9.00	9.35	10.00	10.35	11.00	11.35	12.00	12.35	13.00	13.35	14.00	14.35	15.00	15.35	16.00	16.35	17.00	17.35	18.00	18.35	19.00	19.35
Shauki Arr.	8.44	9.19	9.54	10.29	10.54	11.29	11.54	12.29	12.54	13.29	13.54	14.29	14.54	15.29	15.54	16.29	16.54	17.29	17.54	18.29	18.54	19.29	19.54
Shauki Market Arr.	8.56	9.31	10.06	10.41	11.16	11.41	12.16	12.41	13.16	13.41	14.16	14.41	15.16	15.41	16.16	16.41	17.16	17.41	18.16	18.41	19.16	19.41	20.16
Maipo Arr.	9.10	9.45	10.20	10.45	11.20	11.45	12.20	12.45	13.20	13.45	14.20	14.45	15.20	15.45	16.20	16.45	17.20	17.45	18.20	18.45	19.20	19.45	20.20
Maipo Market Arr.	9.15	9.50	10.25	10.50	11.25	11.50	12.25	12.50	13.25	13.50	14.25	14.50	15.25	15.50	16.25	16.50	17.25	17.50	18.25	18.50	19.25	19.50	20.25
Shatin Arr.	9.25	10.00	10.35	11.00	11.35	12.00	12.35	13.00	13.35	14.00	14.35	15.00	15.35	16.00	16.35	17.00	17.35	18.00	18.35	19.00	19.35	20.00	20.35
Shatin Market Arr.	9.30	10.05	10.40	11.15	11.50	12.25	13.00	13.35	14.10	14.45	15.20	15.55	16.30	17.05	17.40	18.15	18.50	19.25	20.00	20.35	21.00	21.35	22.00
Yamat Arr.	9.35	10.10	10.45	11.20	11.55	12.30	13.05	13.40	14.15	14.50	15.25	16.00	16.35	17.10	17.45	18.20	18.55	19.30	20.05	20.40	21.15	21.50	22.25
Kowloon Arr.	12.34	1.09	1.44	2.19	2.54	3.29	4.04	4.39	5.14	5.49	6.24	6.59	7.34	8.09	8.44	9.19	9.54	10.29	11.04	11.39	12.14	12.49	13.24

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MAN'S DESCENT FROM A VEGETABLE?

ELEPHANTS AND TREES.

ORIGIN OF ANIMAL AND VEGETABLE KINGDOMS.

Life—in the earth's dim infancy—
a microscopic organism, the Flagel-
lata, from which the animal and
vegetable kingdoms may have
sprung.

Life—to-day—the man of science
reading the riddle of Nature;
shaping the animal and vegetable
kingdoms to his will; safeguarding
the future of the race by daring
prediction and discovery.

Such were the themes of the pre-
sidential address of Professor R.O.
Bower at the opening meeting of
the British Association in Bristol
last month.

Below are given Professor Bow-
er's theory of the common origin of
life and his description of how
science deals with the possible
nucleus of a world wheat shortage.

One passage in Professor Bower's
address suggested an analogy with
the Blind Man of Bethesda, of
whom it is told in Saint Mark
(Chapter 8, verse 23):—

And he looked up and said, I
see men; for I beheld them as trees
walking.

It was when the President con-
sidered some of the highest exam-
ples of either kingdom—animal and
vegetable—the elephant, with the
trees of the forest through which he
roams.

Whether there was only one
original form of life or many; was
still an open question, Professor
Bower pointed out. Nevertheless,
among the welter of organisms
rightly held as primitive, the
Flagellata might, with some degree
of reason, be named as combining
in their mobile and sedentary stages
respectively, the animal and vege-
table characters.

The Starting Point.

They suggested a sort of starting
point from which the animal and
vegetable kingdoms might have
diverged.

"The probability of their com-
mon origin is strong," said Pro-
fessor Bower, "but the divergence

must have been early, each taking
its own independent course, with
increasing size and complexity of
the individual."

It was here that Professor Bower
gave his examples of the elephant
and the forest tree.

On the one hand, there was the
relative fewness of the mobile
elephants; their less stature and
compact form; their columnar legs
needed to support the bare body;
the economy of external sur-
face and the highly developed in-
ternal surfaces.

On the other hand, the height,
immobility and large number of the
trees, with their massive stems and
highly complex shoots and roots,
so necessary for acquiring food
directly from the air and soil.

The fact was that, though certain
underlying principles were the same
for both kingdoms, the working out
had been distinct from the first.
Mathematicians had calculated the
"extreme" stature mechanically
possible for a tree trunk of about
200 feet, and this compared with the
limit of height of the canopy of a
tropical forest.

But in point of size practically
the whole of the vegetable kingdom
lay between the microbe and the
forest tree.

Divergence From Common Origin.

Lamarck's "Natural History"
was quoted by Professor Bower to
illustrate the probable cause of
divergence from the common origin.

Lamarck pictured how, based
upon the mobile stage of a Flagel-
late, the aggregate of cell-divisions
might form an animal body with
mobility as a leading feature.

Based upon the sedentary stage
an immobile plant body would re-
sult.

The animal, adopting a predatory
habit, might progress along lines
of dependent nutrition, finding and
digesting food already organised;
the sedentary green plant might
evolve along lines of physiological

independence, constructing its own
organic supplies.

Whether or not this was a true
picture, the whole organisation of
the two kingdoms diverged on the
basis of nutrition.

The Bread of Life.

Professor Bower, in his address,
referred to the prophecy made by
Sir William Crookes, the English
chemist, in 1888.

"This was that every child of the
whole growing humanity should be
able to sleep well at night, and
the most careful calculation of the
field would give only just enough
to supply the increase of the popu-
lation among bread eaters till the
year 1931."

"We who are living with the
morning of the fatal year of 1931
are unaware of any bread short-
age," said Professor Bower. "Not
withstanding the warning of so
great a man as Sir William
Crookes, the wheat-eating public is
still able to sleep well at night as
far as the wheat shortage is con-
cerned."

The problem was one of applied
botany, with a setting of world
economics and a core of physical
chemistry.

A Distant Forecast.

Sir William Crookes' forecast of
1889 as to the advance in the pro-
duction of combined nitrogen has
been fully realised. "Artificial"
fertilisers were at hand and in-
mass.

"Moreover the northern limit of
successful wheat-culture had been
greatly extended, by the production
of new strains with ever-shortening
period between sowing and reaping,
while the establishment of new
varieties was extending the produc-
tive area in South and West Aus-
tralia into regions where the rain-
fall is of short duration and re-
stricted in amount. The future,
since 1893, has indeed taken care of
itself."

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8.—Boiled Potatoes

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10.—Ice Cream
11.—Fruit 12.—Tea 13.—Coffee

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Diary of Coming Events.

To-day.	Central Theatre.	Saturday.
(October 1.)	Lammert's Auction of Household Furniture, at M ^r . Austin's Bar- racks, 11 a.m. Garrison School Aquatic Sports, V.R.C., 2.30 p.m.	October 4. Queen's Theatre: "Redemption." World Theatre: "Modern Love." Star Theatre: "Flesh and the Devil." Central Theatre: "Street Girl."
Queen's Theatre: "Young Desire." World Theatre: "The Iron Mask." Star Theatre: "Freedom of the Press." Central Theatre: "The Mighty." Lammert's Auction of Miscellaneous Goods and Furniture, Sales Room, 11 a.m. Victoria Recreation Club, Aquatic Sports. Polo: K.O.Y.L.I. Cup Final, Causeway Bay, 5 p.m. Dinner Dance: Hong Kong Hotel 9.30 p.m. Tides: High, 3.7 a.m.; Low, 12.15 p.m.	European Mail—Inward: Europe, via Negapatam (Hakozaki Maru); Europe, via Siberia (Gemma). Outward: Europe, via Siberia (Empress of Japan), 10 a.m. Tides: High, 4.58 a.m. and 8.50 p.m.; Low, 12.53 p.m.	Central Theatre: "Street Girl." Concert at China Light & Power Recreation Club, King's Park, 9 p.m. Gold: Captain's Cup. Baseball: Japanese v. Texaco. Cricket: I.R.C. 2nd XI. v. R.A. Volunteer Athletic Sports, K.C.C., 2.30 p.m. Football—Division I.: Navy R.A. Club v. China Ath., Argyle v. Police, S. China v. Recreation, Joseph's v. Kowloon, Division II.: Navy v. St. Joseph's, Somerset v. Club, University v. China Athletic, Eastern v. South China Recreation, R.A. v. Kowloon, Argyle v. Division III.: R.A. Somerset, Fukien v. South China R.A.F. v. Ewo, R.A.S.C. v. R.A.O.C. Tea Dance: Peninsula Hotel,
Thursday.	Friday.	
(October 2.)	October 3.	
Queen's Theatre: "Young Desire." World Theatre: "Modern Love." Star Theatre: "Flesh and the Devil." Central Theatre: "Street Girl." Lammert's Auction of Household Furniture, Salesroom, 9.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. Tides: High, 6.18 a.m. and 8.50 p.m.; Low, 12.01 a.m. and 1.34 p.m.	Queen's Theatre: "Redemption." World Theatre: "Modern Love." Star Theatre: "Flesh and the Devil." Central Theatre: "Street Girl." Lammert's Auction of Household Furniture, Salesroom, 9.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. Tides: High, 6.18 a.m. and 8.50 p.m.; Low, 12.01 a.m. and 1.34 p.m.	

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**IN CASE OF
EMERGENCY**

23193

GANG, CRAWFORD, L.D.**MODERN MOTOR SERVICE****MOTOR NOTES.****CAR WITHOUT A CLUTCH PEDAL.**

ANOTHER EASY GEAR-
CHANGING DEVICE.

A new device for simplifying gear-changing—an operation which is still a source of trouble to some drivers—is undergoing severe tests at a number of important British motor-car factories.

It consists of a clutch that engages or disengages when the accelerator is depressed, and it is operated in the same way as a number of important British motor-car factories.

The results are rather similar to those obtained with the Daimler fluid flywheel; only, in this case, the clutch pedal is completely done away with.

The car recently tested was a British six-cylinder of a popular make. The controls consisted of a brake pedal, an accelerator, and a gear lever. The brake pedal is operated by the left foot, the foot normally used for operating the clutch.

The car is standing still with the engine idling. Second gear is engaged—the car will pull away readily in this gear, we have not to foot it in, to coax it with delicate movements of the clutch pedal.

We now want to start. All that is required is to depress the accelerator pedal. The car moves off just like a steam engine. To change up into top gear we depress the accelerator pedal, and the gear lever into top gear position. Nothing could be more simple.

MAXIMUM VALUE.

OBTAINING THE BIGGEST
RETURN FOR ONE'S
OUTLAYS.

To-day the price of petrol is higher than any figure reached since early in 1923 (says a writer in the *Autocar*). General economy, therefore, and the desirability of deriving the maximum of motoring enjoyment from every gallon of fuel purchased become more than ever important to a considerable proportion of the car-using community.

In this connection the development of the very small machine, which possesses the advantage of a relatively low rate of fuel consumption, and is correspondingly inexpensive as to other points of maintenance, assumes increased significance.

M.P.G.

It should be a comforting thought to many in these days of a heavy horse-power tax and an inflated fuel cost that the miniature car is not only economical in fuel consumption, but also in its ability to travel from, say, 35 to 45 miles on a single gallon of petrol. There may yet be those who, while definitely leaning towards the purchase of a very small car, are still undecided as to the merits of the various makes. The following figures, taken from the *Autocar*, may be of assistance in this connection.

As being perhaps of some interest to those who are considering the purchase of a car, the following figures are given for the first twelve months of the life of a car. The car in question is a 1929 Austin Seven, with a Taylor sports two-seater body, and the mileage covered during exactly twelve months is some eighty short of twelve thousand. This in itself is not so big a total as to be greatly out of the ordinary, but relatively high proportions of the aggregate have been done in certain single months, while the mileage during other months has been comparatively low.

Mileage Month by Month.

For example, whereas in April last only 600 miles were run, and in June 929 was the month's total, in July the mileage recorded was 2,670. October's total was but 705 miles, but August's exceeded 1,000, and September's rose to 1,300. November and December showed a comparative falling-off, so that it will be appreciated, as already suggested, that a good deal of the total has been compressed into a short period.

Which fact makes the car's performance all the more meritorious. A reasonably big mileage spread more or less evenly over a period of twelve months can be far less trying mechanically to a car than a similar distance built up in an unusually spaced succession of long runs. My figures tell me that twenty-three single and separate runs were of "a hundred miles or over." Of these ten came within one month alone.

Ten "Centuries" in a Month.

Out of the twenty-three so-called "centuries," three trips equalled or exceeded three hundred miles in twenty-four hours or less (the actual figures being 300, 301, and 301), two handsomely topped two hundred miles (275 and 230), and nine were of more than a hundred and fifty miles at one sitting. Only one of the remainder totals a bare hundred, the others ranging between one hundred and one hundred and forty-five miles.

The rest of the year's total is made up of the usual cross-country and round-town journeys, the mileage of any particular day when the car has been used rarely being less than fifty and often approaching the hundred mark.

Now all this has a very definite point. With one of the least expensive forms of car available to buy and to maintain, many journeys of a reasonably severe nature were completed with success. The country included ranged from the Lakes to Devonshire, though mostly Surrey, Sussex, Hampshire, Wiltshire and Kent, were the counties covered. By long and often rough and hilly, formed a big proportion of the roads used. Clipping, or attempting to climb, all types of steepish hills has been a particular hobby followed with this car.

Extended bursts of from 100-250 miles, without ever touching exceeding 40 m.p.h., but keeping above 30 m.p.h. for most of the time on the open road, have contributed many miles to the total. Moorland tracks have buffeted the whole car sorely; it has been bogged in soggy southern counties. It has run in a long-distance trial which involved climbing with full load without remission of effort, several reasonably steep and long hills, and covering nearly 400 miles in some twenty-six hours. Although it has been treated with as much consideration as possible, but never has it been coddled.

Little Beyond Routine Attention. Its cruising speed has been comfortably 33-38 m.p.h., and between those figures it has stayed for hours at a stretch. At no time during the twelve months did the car fail. It has received adequate attention in respect of lubrication, and great care has been paid to the changing at regular intervals of the engine oil, but otherwise the machine has had little special service. The engine has been decarbonised twice, and the valves have been ground in once; there have been five punctures, and the steering tie-rod bushes have been recently replaced. That is the sum total of such work necessary after what can only be described as hard usage for a 750 c.c. car.

The Second Year.

Now, at the beginning of its second year, when the period of crucial test commences, the engine appears to be giving as much power as ever, though it is a little noisier as to big ends and pistons; there is no appreciable backlash or play

(Continued on next Column.)

THREE-WHEEL MOTOR-VAN.

GERMAN PATENT FOR
BRITAIN.

A motor van with only three wheels, a familiar sight in Germany, may shortly be seen in Great Britain. Negotiations are taking place between British engineers and the German patentees for the building in Britain of a three-wheel 10cwt. commercial motor vehicle which, to the small tradesman of Germany is what the Austin Seven is to the British private car owner.

The three-wheeler, known as the Tempa in Germany, has in three years become so popular for light goods delivery work that yearly sales have risen to 15,000.

If present overtures are successful it will be placed on the British market at £75 complete. The car will not be made as a passenger model.

It is of rather more than 3hp. with a most efficient two-stroke engine which has steam cooling.

Its popular form in Germany is an open "van" with the driver and helper under a hood at the front. It is so easy to drive that a youth of 16 can handle it, and maintain it. Its running costs work out at much less than 1d. a mile.

In England it would be classed as a "motor-cycle" and liable to an annual tax of £4.

in the steering transmission for wheel bearings, the brakes do not yet need re-lining, and the subsidiary units, such as the battery, dynamo and magneto, seem to be functioning efficiently. The chassis possesses several rattles, but none of any note has yet developed in the body.

The gods alone can tell whether a second year of similar treatment will continue to find the car in a mood of unflinching reliability. For its behaviour during the first year alone, however, I can forgive it a good deal in the direction of subsequent misdemeanours. Unquestionably it has stood up to its job so far.

A LITTLE MISTAKE.

ONE WHO DID NOT KEEP
"ROLLING ALONG."

I could do no good work. Packing up my typewriter in its little black case I tried to get to bed. It was no use; I decided that I needed a change. I could not afford a holiday, I told myself, but if I was to work well ever again, it was evident that I must have a change.

Thus determined (says a writer in the *Autocar*) I prepared my ever-willing car. Some canned food in case local supplies should be short at any place I decided to stop at, a ground-sheet, a blanket, and the wonderful collection of old coats that always occupies the boot. These, together with a small bag containing toilet articles completed my kit. Having included a pound of tobacco, some typing paper, and the black-cased portable set out.

I planned to break off the arterial road at the first side-road that took my fancy, and to follow the same principle throughout, be it lane or field-track. Anything that my car could manage I would take if I felt the urge.

As it turned out the old car had an easy time of it. I was soon as lost in delight at the charm of rural England that I never turned the radiator towards the "freak spot."

Imagine villages where children, to-day, still run to the doors to see a car pass by; garden after garden profuse with flowers, the quaint names of which bring back long-forgotten memories. And so we came to The Place. I will not try to describe The Place, for that would be an insult to Nature, but it was while we rested there, last night, that I proposed to work to-day.

I opened the black case and found I had brought my portable gramophone instead of the machine of bondage!

"Ole Man River."

"As I lay in my blanket I hummed."

"He don't do nothing."

A particularly knowing note that was winking at me through a break in the trees.

WOMEN DRIVERS.

IS THE ROAD PERIL MALE
OR FEMALE?

The reproduction in a London paper of a notice bearing the words "Beware: Female Driver," which was affixed to the back of a two-seater car driven by a woman in Herne Hill, London, during the caused considerable interest. The following views on woman's skill and care as motorist, compared with man's, were obtained by a reporter.

Automobile Association Official.

We have 90,000 women members, and the proportion of cases in which we have to defend them is no higher than the proportion of cases among men, and, indeed, be less.

A large number of men are able to drive only at week-ends. But the cars are used by women all day. This means that women get a vast amount of experience denied to their husbands.

Mrs. Sam Finch, Transport and General Workers' Union.

The real danger on the road to-day is not the woman but the youth of 16 or 17 who goes out with a car without having had the slightest tuition.

Safety First Association Secretary.

In our July journal a tribute was paid to the careful and considerate driving of women motorists. It was pointed out that women do not take the same risks that men do, and are consequently involved in accidents.

UO8178, the Out Number of a Well-Known Driver.

Women drive very prettily along a quiet stretch of road. They know, after long experience, how to use their gears and they keep their cars well polished. But if anything happens which calls for a quick decision, they are lost.

Officer in Charge, Norham Police Station.

I cannot say that women are worse drivers than men. They are about equally good—or bad.

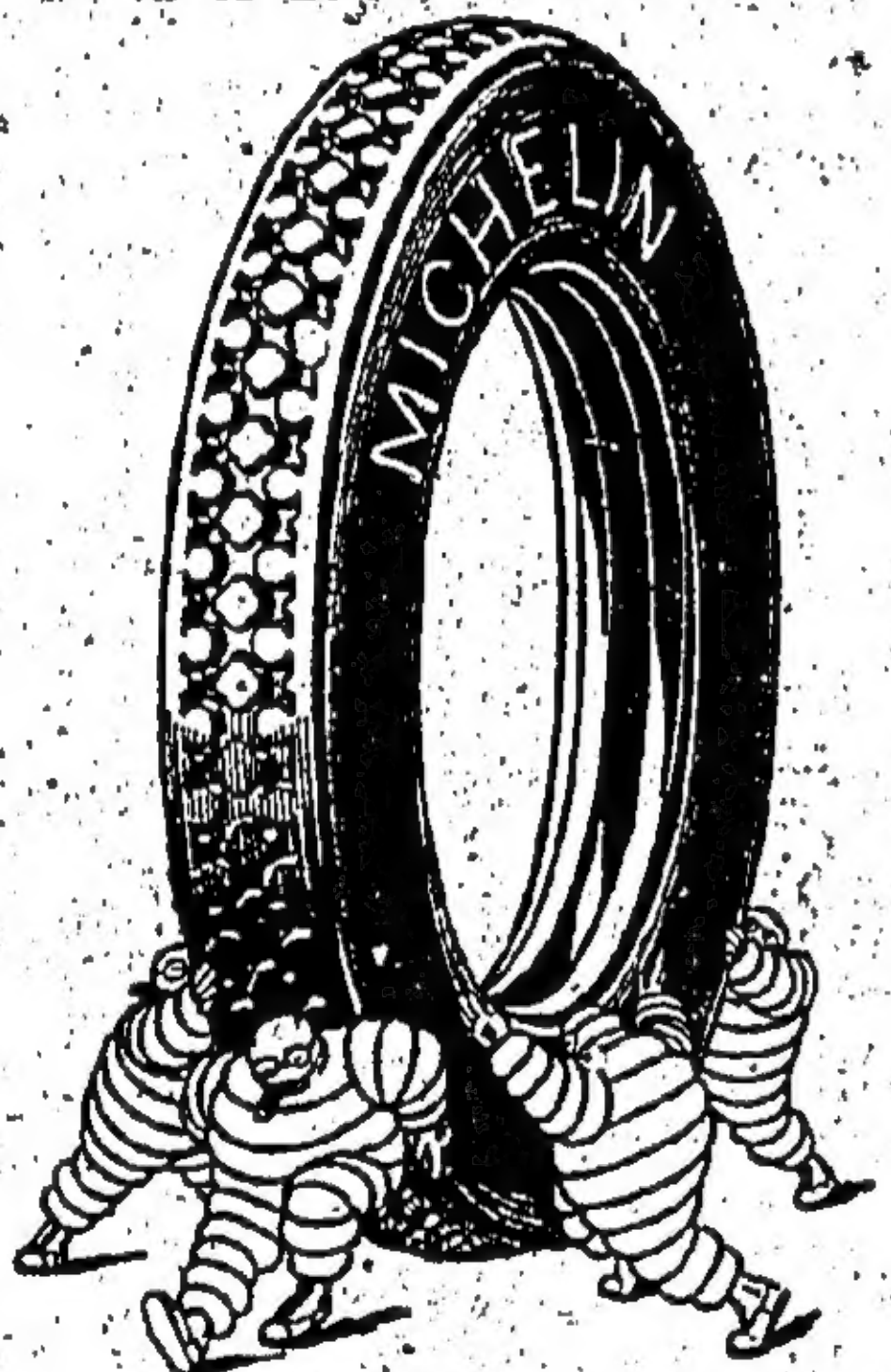
YX 2914, a Woman Driver, 5 Years' Experience.

In every case in which I have been consulted by a car which pulled out to overtake when there was no room for three vehicles, the driver has been a man. I would very much rather be driven by a woman than by a man.

Dr. W. H. Whitehouse, B.E. London Coroners.

I have not found women more often to blame than men in fatal motoring accidents, but I think that women vary in their driving more than men do.

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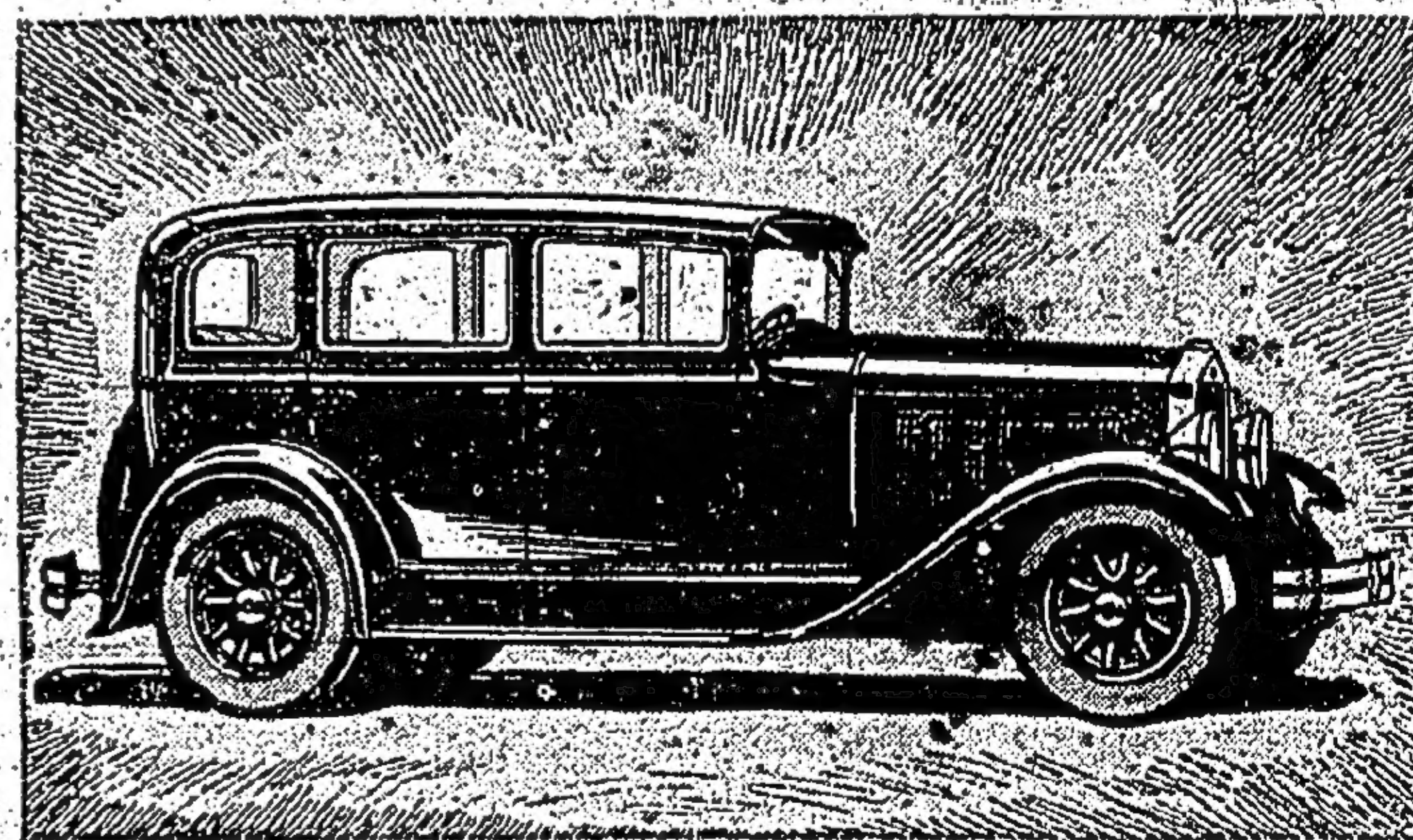
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HONGKONG HOTEL GARAGE

25, Queen's Road C. and at Stubbs Road.

MOTOR NOTES

THE CAR—AND THE KEY!

A SAD TALE OF TROUBLE.

Phil had just got engaged, and was still in the stage when the glamour enveloped Betty's mother no less than the divine Betty herself. So he suggested that all three of them, instead of bathing with the crowd from machines on the front, should hop into his large American saloon, travel to a secluded cove a few miles up the coast, change in the car (mother and Betty first, then Phil), and bathe in peace and quiet. Carried out.

Arrived at the cove, Phil strolled away with a cigarette, and when two fair female forms in skintight fast colours emerged from the

saloon, he entered it in turn; changed; emerged; set the switches at safety; and slammed the fourth door, which, on this particular make, has an automatic lock. A delightful bath ensued, followed by a sunbath, till the pangs of hunger reminded all three of a Fortnum and Mason basket in the stern seats, while a chillish wind set in from the east.

On arriving at the car Phil plunged a hand at the point on his hip where a pocket ought to have been; but the clutching hand merely encountered a bony hip, camouflaged by wet and salty blue cloth. Phil went extremely red, and his brow furrowed visibly. The key of the saloon was in his trouser pocket. His trousers were inside the locked saloon.

Help Arrives.

Other couples had also received inspiration about the secluded cove.

To each in turn a somewhat embarrassed Phil made overtures. Each responded by producing some sort of key. But none of the keys would fit! Ere long all the occupants of all the cars were mustered round the locked saloon, glaring ineffectually at a pair of grey flannel slacks gracefully draped over the rear cushion. Phil, regardless of a new 15s. bathing suit, specially purchased in honour of his love, grovelled underneath on abrasive shingles, endeavouring to penetrate the floorboard after the fashion of a mole. Various people with pieces of wire picked, equally ineffectually, at the lock of the fourth door, signally failing to reproduce the quick results which any Edgar Wallace hero (or villain) obtains so readily.

It was the chauffeur of a Rolls who finally produced a toolkit and deftly picked the windscreen to pieces; after which the slimmest person present was inserted through the gap by four strong men. Thus the trousers were rescued, amidst loud cheering.

Betty, who had waited an hour and a half past her usual lunch time, was thus given her first inkling that Phil, after all, is not the most wonderful man in the world.

CRUDE-OIL MOTORS.

DIESEL ON THE ROAD.

AVERAGE SPEED OF 20 M.P.H.

At a cost of sevenpence a Coventry-built four-seater car, fitted with a Diesel engine, travelled from London to Coventry recently at an average speed of twenty miles per hour. The oil used was crude, costing 4d. per gallon.

This is the first British private car fitted with such an engine to get beyond the experimental stage, although there are British lorries using this power unit.

The drive marks the greatest step yet taken towards a new era in motoring, foreshadowed for the last five years, but there is still much to be done before we reach the stage of efficiency at which the type will be a serious rival of the present petrol car.

The chassis to which the Diesel engine was fitted was an old Lea Francis sports four-seater, the property of Mr. C. B. Wardman, who formerly was with this company, but the Lea Francis company have no connection with the Diesel car.

The car behaved wonderfully well. Mr. Wardman started the engine with one pull-up of the cranking handle, and then the engine idled in neutral like a perfectly tuned-up petrol engine.

On Top Gear.

The car has the ordinary gear box of the Lea Francis. It started off on first gear with no snatch in the transmission and travelled on top gear from London to Coventry.

Its highest speed was just over 25 miles per hour. To test its hill climbing it was taken to a 1 in 12 gradient, and went up it at 20 miles per hour.

Its running on top gear was exceptionally smooth and it behaved well in traffic.

Mr. Wardman drove the car back to London, and the double journey, with calls in Coventry, totalling some 200 miles, was done on three gallons of crude oil, costing 1s. No objectionable smell was noticed as with earlier Diesel type engines used for heavy traction and motor-horts, and the noise of working was little different from that of the ordinary petrol engine.

Many eminent engineers are convinced that one day the modern internal combustion engine, although developed to its present smoothness, silence of operation and flexibility, will be threatened in its supremacy by the Diesel.

LESSONS IN MOTOR DRIVING.

ALLEGATIONS DENIED IN COURT.

Further evidence was given before the Acting Chief Justice yesterday in the Summary Jurisdiction action in which two Indian motor-car drivers are concerned. Last week, his Lordship dealt with the original claim brought by Kallanda Khan against Kartar Singh for \$125 in respect of the sale of five motor-car tyres. Judgment was given for \$30 only and costs his Lordship holding that the cost of each tyre was \$18 and that Kartar Singh had paid \$90 on account. Kartar Singh is counter-claiming for \$200 as balance due for driving tuition.

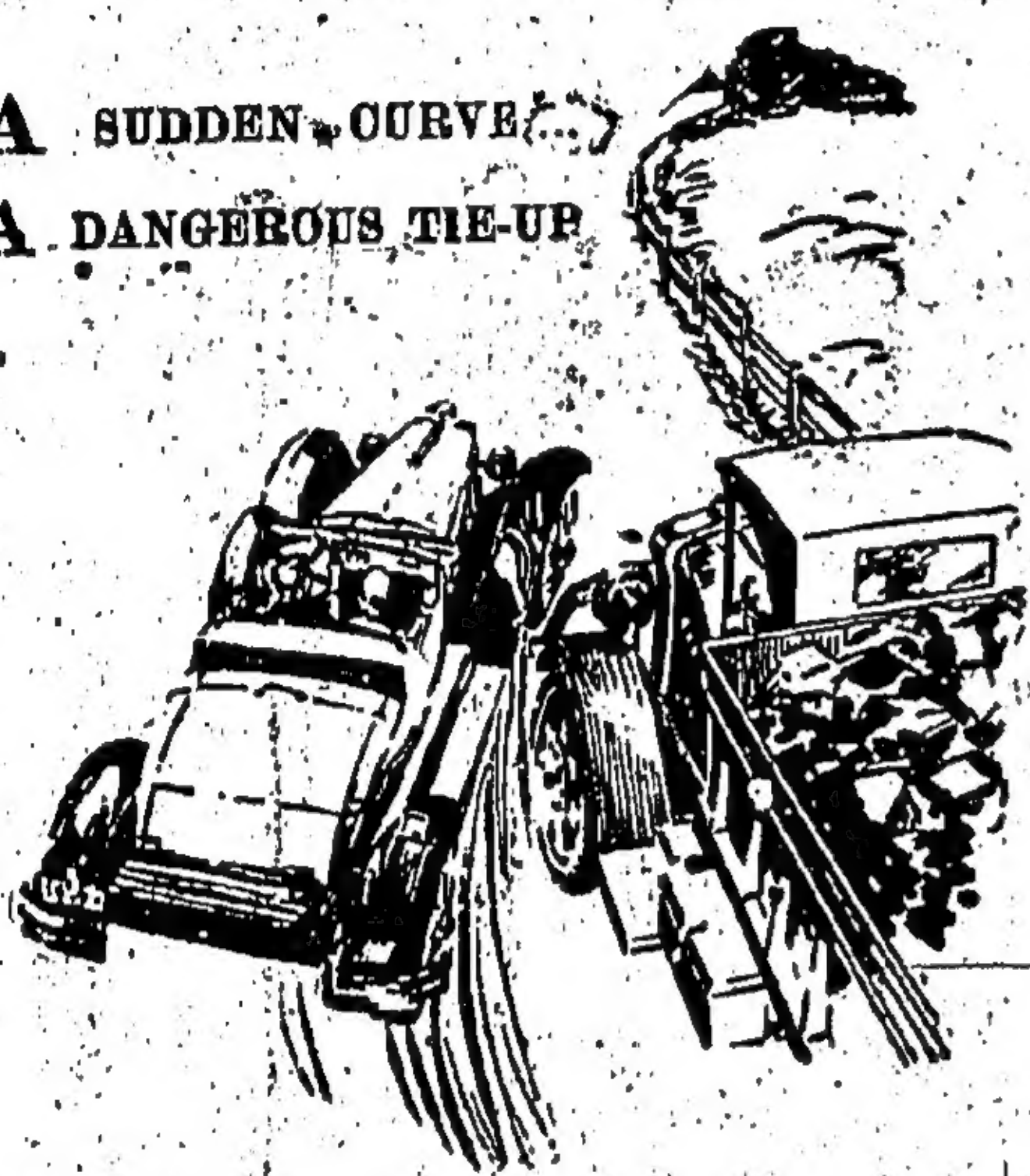
Mr. F. C. E. Randall, who is appearing for Kallanda Khan in both actions, called Traffic Inspector Alexander as a witness, when the hearing of the counter-claim was resumed. He gave the exact dates on which learners' licences were issued to the four men whom Kartar Singh alleges he had taught driving at plaintiff's request, but witness said that the records did not show that two of the men held learners' licences before November, 1929.

Mr. Justice Wood:—Kartar Singh says that before he began teaching these four men in August last year he examined their learners' licences. Can you tell me if that is possible? Were those four current licences for those men in existence on that date?

Inspector Alexander:—On the records it looks as if that is impossible, but I would like a further opportunity of searching the records to place it beyond all doubt. The Inspector was given 24 hours in which to go through the records. In the witness-box Mr. Randall's client denied the allegations that he had sent four men to Kartar Singh for tuition and that he had agreed to pay \$310. Witness also denied that he had paid \$90 on account, leaving a balance of \$220. The case was again adjourned.

A Girl Guide of Crawley (Sussex), slightly hurt her foot by a thorn in the garden at her home. She bathed it and the wound appeared to have healed. She went to camp with the Girl Guides and while there was taken ill. She was removed to hospital, where she died from lockjaw. The girl did not tell her mother at the time of the accident, as she feared that she would not be allowed to attend camp. These facts were disclosed at the inquest at Brighton at which a verdict of "Death by Misadventure" was returned.

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CORRESPONDENCE.

[For obvious reasons, the identity of his correspondent must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith. Correspondents who do not give this information will not see their letters in print.—Ed.]

VIEWS ON MARRIAGE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I see the Rev. Mr. Koop, in his sermon last Sunday, describes monogamy as "the highest social achievement of the human race." That is surely a tall order! But he goes further, and claims that monogamy is a Christian principle. Does Mr. Koop mean that monogamy originated in and with Christianity? He seems to make that implication, but surely the principle of one man one wife antedates the Christian religion!

Mr. Koop compares the position of women in darkest Africa with the generous attitude now shown them by the Church of England. He omitted to say, however, that until comparatively recent years the attitude of that Church toward women was—in view of the general standard of civilisation existing in the country—more cowardly and contemptible than that of an untutored savage.—Yours, etc.,

CURIOUS.

Hong Kong, Sept. 30.

THE SILVER SCREEN.

"YOUNG DESIRE" AT THE QUEEN'S.

Mary Nolan takes the part of Helen Herbert, a dancing girl in a cheap carnival in "Young Desire" which will be on at the Queen's Theatre till to-morrow.

Helen wears of her drab life and leaves the show. Then she meets Bobby Spencer (played by William Janney) who falls in love with her and insists on helping her. "He installs her in an apartment and begs her to marry him, but Helen, remembering her past, hesitates. Quite like a woman, she cannot bring herself to tell Bobby about it, but Blackie (Ralf Harold), who is the boss of the carnival, tells Bobby that Helen is "his dame." Bobby throws him out of the apartment and then turns on Helen but his love overcomes his rage and he declares that he will marry her the next day.

It is at this point that Helen realizes how much she cares for him, and she also sees at the same time that it would mean ruin for Bobby if she falls in with his plans. She returns to the show but Bobby follows her. Her companions, however, hide her from him and after a chat with Bobby's father, Helen realizes everything must be ended. She then volunteers to make the balloon ascent and leaps to her death.

Realism in "Redemption."

Several months before the script of "Redemption," John Gilbert's now all-talking vehicle coming on Friday to the Queen's Theatre was written, the Metro-Goldwyn-Mayer research staff was hard at work investigating the background of the famous Tolstoy play for its picturization.

Since there are several Greek Church ceremonies in the story—a baptism, a wedding and the requiem—these had to be looked up in minute detail.

The research work in connection with the Moscow gypsies was particularly interesting, and Nathalie Bucknall, Metro-Goldwyn-Mayer research expert, in a recent interview, "In America we have a totally different conception of the life of the gypsies. Here they are nomads, always on the move. In Moscow there are many old gypsy families providing amusement for the patrons of the smart cafes and they are an essential part of the night life.

Twenty-eight countries, which include nearly all the European nations, the United States and Japan, etc., have sent representatives to the Fifth International Air Congress at The Hague. The sending of experts on aeronautics by these countries will afford a helpful and important occasion for cooperative study of the latest discoveries and accomplishments in this particular field of human activity. Many papers on technical subjects are to be read, concerning the latest developments and improvements in airplane and engine construction. Among the subjects are: the application of Diesel engines for airplanes, a subject which is internationally followed with intense interest. British experts will discuss the application of steel in airplane construction, while German experts will read papers on their latest experiences with duralumin as a construction material, and also on the corrosion of light metals.

THE "RED" BOGEY.

SOVIET WHEAT OPERATIONS.

INSUFFICIENT TO DEPRESS THE MARKET.

[UNITED PRESS.]

Washington, Sept. 25.—Following conference with Secretary of Agriculture Hyde and with numerous other government officials, Mr. Silas Strawn and other representatives of the Chicago Board of Trade to-day expressed the opinion that Russian selling short had not caused depression of Chicago wheat prices.

The alleged Soviet sales of 7,500,000 bushels were not, in the opinion of the investigators, sufficient to effect the equilibrium of the market. Mr. Strawn and his associates also pointed out that there is evidence that the Russians are now buying wheat and helping to steady prices.

Mr. Strawn, a Chicago lawyer, is best known in China for his work as United States delegate to the special conference on Chinese customs tariffs. Recently he came to the fore in Chicago and throughout the United States, with his plan for stabilizing Chicago's desperate city finances by aid of a committee of substantial citizens.

Timber Dumping in Finland.

Helsingfors, Sept. 25.—A sensation was aroused here by the continued buying by Swedish dealers of very large amounts of Soviet Russian wood and lumber which started already in the middle of last month and caused a very considerable fall in the prices attained at the Finnish wood auctions, the last ones being as much as from 30 to 40 per cent, below those of last year.

It is reported that a single Swedish tow-boat brought 100,000 c.b.m. of Russian wood from Leningrad through Finnish waters to Sweden with similar transports going still on and being expected to follow.

Battle sports in France and Belgium will be filmed this summer by cameramen of the Ontario Government Motion Picture Bureau. The scenes will be used in educational reels for release to all sections of Ontario. "Shots" will be taken whether the Canadian Corps took a prominent part in the World War. While in France and Belgium photographs of the Canadian burial grounds will be taken. It is believed that the showing of these films will land a great impetus to the Canadian Legion pilgrimage to France in 1932, which will coincide with the unveiling of the Canadian war memorial on Vimy Ridge.

CLEARANCES.

September 30.
Chip Shing, for Canton.
Cremor, for Amoy.
Dorry, for Canton.
General Metzinger, for Saigon.
Haining, for Swatow.
Kushnow, for Swatow.
Lunhan Maru, for Shanghai.
Oliva, for Yokohama.
Petrovich, for Singapore.
Porthos, for Shanghai.
Ryujin Maru, for Takao.
Sun Kong, for C. C. Wan.
Tamba Maru, for Shanghai.
Yei Maru, for Canton.
Tjiendari, for Amoy.
Yat Shing, for Swatow.

NEWS IN BRIEF.

Are we developing a business voice quite distinct from our usual way of speaking to our friends? Mr. F. G. Blandford, who is conducting a series of lectures at the Cambridge Summer School on the subject of English pronunciation thinks we are. "The impersonal accent which we use in our daily business is adopted, I think, as a means of self-protection," he said. "The bank clerk is afraid to let his emotions get beyond the grille, and the telephone girl does not want to give subscribers the impression that she is at all familiar or flirtatious. 'The idea is, I think, to make the voice as mechanical as everything else in business, and to treat it only as another cog in the machinery of commerce.'"

Great interest was taken in the question of Sunday golf at the annual meeting of the Pwllheli golf club last month. Mr. D. T. Croighton proposed that steps be taken to provide greater facilities for visitors in the form of Sunday golf. Such facilities, he said, were allowed in England and Scotland as well as by the principal golf clubs in North Wales, and as a large number of members resided in the great industrial cities it was not fair to bar them from playing golf during the week-ends. He added that Sunday golf would attract a large number of golfers to the district. The president said the committee would take steps to call an extraordinary meeting of the members to decide the matter.

In Bucharest a society called "The Union of Divorced Women" has recently been formed here. A large number of divorced women of all classes has already enrolled. The union will give its members legal assistance, set up schools of instruction for them, and send representatives to visit husbands with a view to reconciliation. The society will also find a home for separated women and their children who are without means. Branch unions will be formed in the provinces of Jassy, Ploesti and Thorenburg.

The telegraph boy and his red push-bicycle in England are in danger. There is a proposal to replace him by a man on a motor-cycle. The G. P. O. is experimenting. Already a number of London and Glasgow residents have been startled by the delivery of an urgent telegram by motor-cycle, at night, long after the usual latest hour for the delivery of telegrams. And at Bournemouth, telegrams arrive by motor-cycle even in the daytime. Bournemouth, indeed, has the honour of being the only town in the country with a daytime motor-cycle telegram delivery. "It is too early yet to decide," said a Post Office official, "whether the general introduction of a motor telegram delivery service would increase speed and efficiency, and at the same time be an economical success."

The Uniform Child Labour Act, drawn up by the National Conference of Commissioners on Uniform State Laws, for submission to the American Bar Association, and requiring sufficient schooling for children before work permits are issued to them, warrants support from every source, including those who would hire children. For will not the children's work improve schooling and returns thus be greater for all involved?

The world's distance record for glider flying was recently broken by Robert Kronfeld, Austrian glider expert, who made a flight of 101 miles. He was aloft six hours. It was the second time that Kronfeld had broken the record during the international glider meet at Wasserkuppe, Germany. His previous record was 63 miles.

President Hoover recently received what the producer believes to be the largest watermelon ever grown in the United States. The melon was from E. T. Clements of Sandersville, Ga., and weighed 128 pounds.

Gerd Achgelis, a German stunt flier, recently flew 31 minutes on his back, with one passenger. He claimed a world record for upside-down flying.

Courts have ruled that miniature golf is not golf; the United States Department of Commerce reports \$125,000,000 invested in the new sport, showing it is not miniature. By any other name this game is called, it would be just as popular.

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—and when it came it was too much for her. It was this married couple who fell into the deepest heights of drama ever witnessed. See the beautiful blonde Mary Nolan in her greatest role to date!

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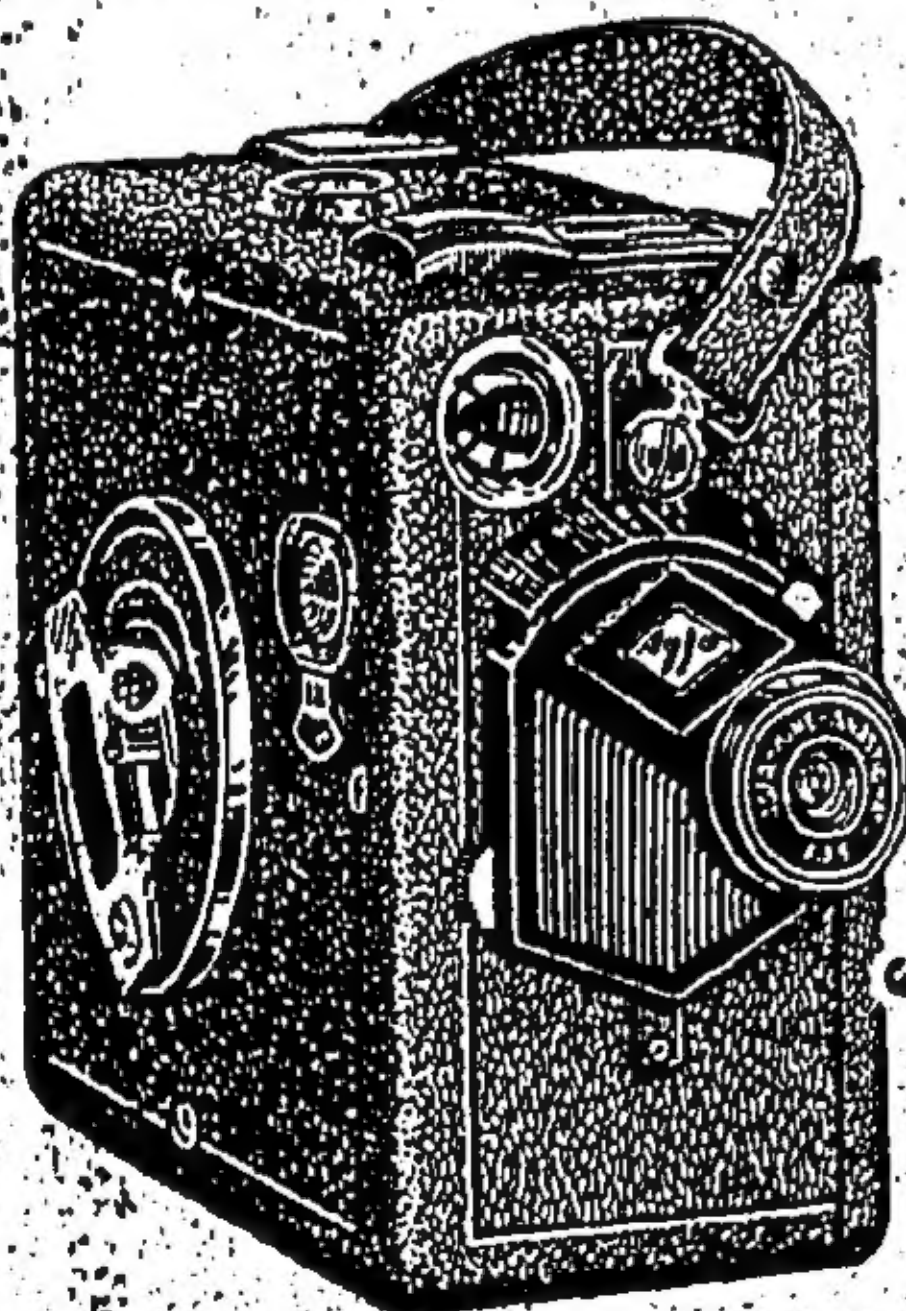
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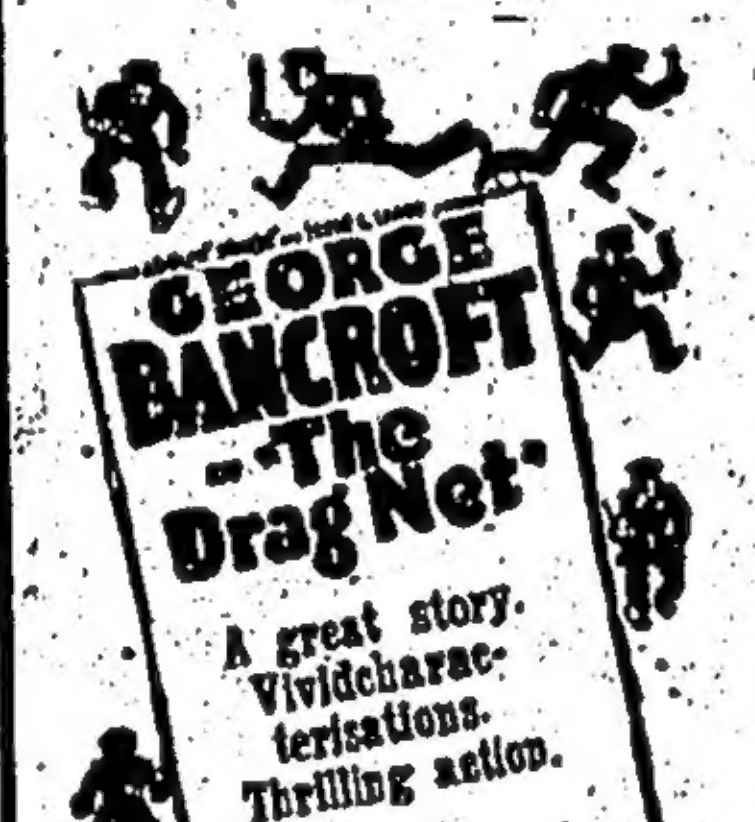
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HONG KONG.

THE COLONY'S BUDGET FOR 1931.

INCREASE OF MILLION DOLLARS OVER PRESENT YEAR.

EFFECT OF INCREASE IN GOVERNMENT SERVANTS' SALARIES.

The Budget for 1931 will be introduced at the meeting of the Legislative Council to-morrow, when the Colonial Secretary will move the first reading of a Bill to apply a sum not exceeding \$23,505,335 to the Public Service.

BIG CUT IN PUBLIC WORKS.

The total expenditure budgeted for represents an increase of over a million dollars as compared with the provision made for the present year.

Public Works Extraordinary have been cut down in the new Budget, the figure being \$2,500,000, compared with \$3,840,700 for the current year and pensions have risen from \$913,000 to \$1,228,000. There are increases under most of the other headings, due, of course, largely to salary increases.

The sum required for the coming year is allocated as follows:

H.E. the Governor \$155,800
Cadet Service 568,231
Senior Clerical and Accounting Staff 344,113
Junior Clerical Service 910,050
Colonial Secretary's Department and Legislative Affairs 60,025

Secretary for Chinese Affairs 10,620
Treasury 44,035
Audit Department 72,004
District Office, North 24,317
District Office, South 12,340
Post Office 408,405
Wireless Telegraph Service 140,951
Imports and Exports Office 871,194

Harbour Department 1,164,394
Air Services 164,568
Royal Observatory 71,012
Fire Brigade 320,479
Supreme Court 173,354
Attorney General 47,226
Crown Solicitor's Office 50,322
Official Receiver 18,631
Land Office 36,754
Magistracy, Hong Kong 2,389
Magistracy, Kowloon 2,190
Police Force 2,710,962

Prisons Department 713,309
Medical Department 1,446,852
Sanitary Department 654,270
Botanical and Forestry Department 110,587
Education Department 1,730,708
Public Works Dept. 2,038,928
Public Works, Recurrent 1,533,150
Public Works Extraordinary 2,500,000

Kowloon-Canton Railway 947,547
Volunteer Defence Corps 103,660
Miscellaneous Services 1,400,653
Charitable Services 142,235
Pensions 1,228,000

1930 ESTIMATES EXCEEDED.

ANOTHER \$60,000 WANTED.

DESTRUCTION BY WHITE ANTS.

ANOTHER LADY DOCTOR TO BE APPOINTED.

The Finance Committee will be asked to-morrow to approve various items of supplementary expenditure in connection with the 1930 Estimates. Depreciated Exchange accounts for some of these additional amounts now asked for, which in certain cases will be met wholly or in part by savings under other heads. The most important items are as follows:

Kwanti Racecourse Resumption.
31. Public Works Extraordinary: 113, Compensation and Resumption.....\$5,500.00
Provision made in Estimates page 22, sub-head 113).....\$5,000

On April 16, 1929, the Governor in Council approved the resumption for a public purpose of the privately owned lots contained within the area of the Kwanti Race Course.

This subsequently received the approval of the Secretary of State. A supplementary vote was taken on June 20, 1929, to cover the expenditure involved, but as some of the owners did not accept, the money was returned to Treasury and the vote lapsed at the end of the year.

G.P.O. Improvements.
30. Public Works Recurrent:—1. Item 2. Improvements to Buildings, Hong Kong. Improved ventilation and lighting to basement of General Post Office and lighting and telephone at Disinfecting Station.....\$3,000.00
Provision made in Estimates (page 31, Head 30, Sub-head 1, item 2).....\$23,000

In order that the basement of the Post Office Building may be used for postal purposes it is necessary that certain improvements should be made in its ventilation and in other ways; and the consequent removal of the Sanitary Department stores to the Disinfecting Station necessitates certain alterations at the latter building including the addition of lights and telephone. No provision was made for this work in the 1930 open vote.

for improvements to buildings (C.S.O. 2835/22).

Field Cottage.
31. Public Works Extraordinary:—37. New Kowloon, furniture for all departments.....\$2,000.00
Provisions made in Estimates (page 83, sub-head 37).....\$1,000

Telegraphic information has been received that the Superintendent of the Aerodrome and his family will arrive in Hong Kong at the beginning of September.

This office will reside at Field Cottage, Kai Tak, and the sum of \$2,000 (estimated cost) is asked for the purchase of the necessary furniture.

The balance of the New Kowloon furniture vote is practically exhausted.

The above is to be met from savings under Kowloon City, filling in large areas (1930 Estimates page 88 sub-head 37). (C.S.O. 2131/29).

Deer Engine Oil.
32. Kowloon-Canton Railway:—Other charges, 15. Lubricants, E-3-1-4 Locomotive Oil.....\$4,200.00
Provision made in Estimates (page 90 sub-head 15).....\$9,000

The excess is mainly due to higher prices and to a smaller extent increased consumption.

The price of Locomotive Cylinder Oil was increased from 30 cents to \$1.28 per gallon and Medium Dark Machinery Oil from 68 cents to 90 cents per gallon as compared with 1929.

The increases in prices could not be foreseen when the estimates were framed in June, 1929, and the amount provided for the current year was the same as for 1929, at that time considered sufficient.

The above is to be met from savings under Other Charges, 6. Coal E-3-1-2-1 Coal for Locomotives (1930 Estimates page 80 sub-head 10). (C.S.O. 12 in 173/30).

Harbour Office.
13. Harbour Department:—4. Electric light and fans.....\$600.00
Provision made in Estimates (page 27 sub-head 4).....\$1,000

The expenses on this sub-head were under-estimated for two reasons (a) the fans and lights in the Harbour Office have been re-arranged in the course of the year and this has led to greater expenditure on current, and (b) the Harbour Department has now to pay for the lighting at Yau Ma Tei Slipway which was previously paid for by the Police Department.

The above is to be met from savings under head 31, sub-head 13 (1930 Estimates page 27). (C.S.O. 1022/10).

Police Ammunition.
23. Police Force:—2. Ammunition.....\$1,000.00
Provision made in Estimates page 40 sub-head 2).....\$20,000

Owing to the lower rate of exchange ammunition ordered through the Crown Agents estimated to cost \$17,290.91 has been \$20,538.33.

The vote is at present exceeded by \$923.03 and it is estimated that to meet local requirements up to December 31 a further sum of \$1,000 will be required. A supplementary vote for \$1,000 is required.

The above is to be met from savings under Rent of Stations (1930 Estimates page 40, sub-head 23). (C.S.O. 20 in 292/20).

White Ant Damage.
30. Public Works Recurrent:—1. Item 1. Maintenance of Buildings, Hong Kong. To meet unforeseen contingencies to the end of the year.....\$28,000.00
Provision made in Estimates (page 31 sub-head 1, item 1).....\$200,000

A supplementary vote of \$88,000 is requested to meet the cost of "Programme Work" approved but not yet commenced to certain Government Buildings together with unforeseen contingencies to the end of the year.

The supplementary amount is principally caused by unforeseen repairs due to white ant damage. The following are some of the buildings at which repairs have had to be undertaken:—Old Sai Ying Pun Market (roof) \$12,000; Queen's College \$3,000; Queen's Gardens flats \$1,000; Central Police Station Barrack Block \$1,000; No. 408, The Peak \$800.

Considerable work has also been undertaken at Bensonfield Arcade (Statistical Department) and Government House which was not anticipated when the 1930 Estimates were framed. (C.S.O. 416/29).

Building Development Delayed.
29. Public Works Department:—3. Drawing Materials and Printing Plans. Anticipated expenditure to the end of the year.....\$200.00
Provision made in Estimates (page 60 sub-head 3).....\$8,000

The large amount of architectural plan work, demands for leases, and demands from Government Departments in addition to the ordinary routine work for which the vote is chiefly provided has caused the vote to become exhausted.

A large number of these lease plans were in connection with the Kowloon Tong Estate and the Praya East Reclamation Scheme.

The additional amount now asked for is urgently required as the issue of materials is held up causing delay in the work of the Department which may result in claims from contractors.

The above is to be met from savings under 29, Sub-head 13 "Upkeep of Motor and Steam Rollers" \$5,000. Head 29, Sub-head 14 "Upkeep of Quarry Plant" \$1,000 (1930 Estimates page 60). (C.S.O. 21 in 173/30).

More Costly Cables.
34. Miscellaneous Services:—45. Telegrams sent and received by Government.....\$3,000.00
Provision made in Estimates (page 102 sub-head 4).....\$10,000

International telegraph accounts are settled on a fixed gold basis. The fall in exchange has caused an increase in the local rates which are paid in Hong Kong currency.

The provision made in the estimates has consequently become insufficient and a supplementary vote of \$3,000 is requested. (C.S.O. 3 in 173/30).

New Lady Doctor.
25. Medical Department:—1. Personal Emoluments. Salary for a lady medical officer.....\$1,125.00
Provision made in Estimates (page 47 sub-head 1).....\$698.00

The gynaecological clinics in the Chinese hospitals and dispensaries have lately grown greatly in numbers and scope and the services of another lady medical officer are urgently needed if these clinics are to be maintained efficiently.

The appointment of such an officer has been approved by the Secretary of State, and the necessary provision will be made in next year's estimates.

The need, however, is urgent and the amount now applied for is to cover salary for a period of three months, from October to December, 1930. (C.S.O. 2088/26).

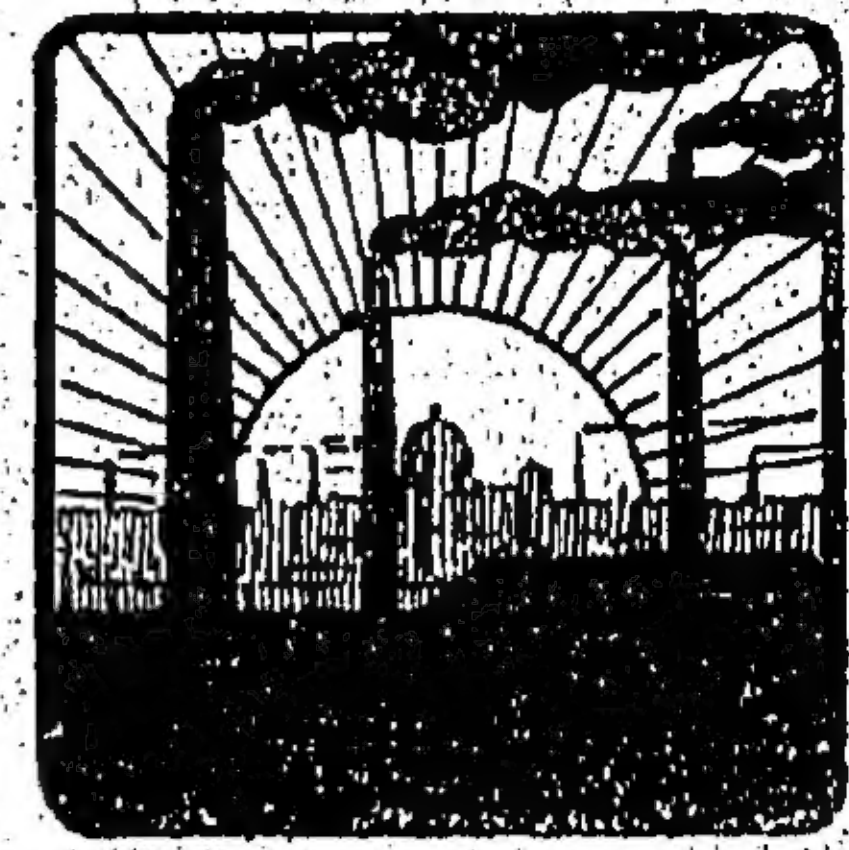
Additional Police Rewards.
23. Police Force:—25. Rewards.....\$500.00
Provision made in Estimates (page 40, sub-head 25).....\$1,400

Owing to an increased number of rewards payable the vote is exhausted.

The above is to be met from savings under Secret Service (1930 Estimates page 40 sub-head 27). (C.S.O. 18 in 173/30).

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FOR HOME, FACTORY, & POWER HOUSE



HOME,
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Sore Throat?

"... We are never without
FORMAMINT—a little
common-sense protection is
all that matters."

Mrs. R.J. - W.



Formamint
cures Sore Throat,
prevents infectious
diseases, such as
INFLUENZA
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Formamint destroys
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**MAKES WALLS
REALLY WASHABLE**

Many water paints are called "washable"—few will stand the water-and-scrub-brush test. They absorb water—and to stand real washing a surface must be quite non-absorbent. Matroil is non-absorbent—and therefore really washable—because it contains OIL. Yet you thin it with water. Besides making it really washable the oil gives Matroil great durability.

Do not confuse—or compare—Matroil with distemper simply because it gives a flat finish. It is quite different.

It is a Japan-bound paste—easily mixed for use with cold water, and very economical in use.

Directly it is dry, a second coat can be applied and goes on easily without "working up" the first coat. Two coats cover solid.

The Matroil finish is smooth and dead flat, and if desired (for dados, etc.) can be varnished over with excellent effect.

Walls painted with Matroil become non-absorbent and therefore really washable.

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MR. D. W. TRATMAN HONOURED.

LARGE GATHERING AT CHINESE BANQUET
AT WEST POINT.

"A MODEST HERO," SAYS DR. KOTEWALL.

Mr. D. W. Tratman, C.M.G., was the guest of honour of the Chinese community at a dinner given at the Kam Ling Hotel last night.

Practically every section of the Chinese community was represented, those present including Sir Robert Ho Tung, Mr. Tong Yat Chun, Mr. Fung Ping Shan, Mr. Li Yuk Mui, Mr. T. N. Chan, Mr. D. Burlingham, Hon. Dr. S. W. Tao, Mr. N. L. Smith, Mr. Wong Kwong Tin, Mr. Lau Tse Ping, Mr. Leung Bat Yu, Mr. Wong Yu Tung, Mr. Tam Wun Tong, Mr. Ho Sing Chau, Mr. M. K. Lo, Mr. G. W. A. Tufton, Mr. Li Yau Tsun, Mr. D. W. Tratman, Hon. Dr. R. H. Kotewall, Hon. Mr. A. E. Wood, Mr. Ho Kom Tong, Capt. J. A. H. Colman, Mr. Lo Cheung Shiu, Mr. Li Po Kwai and Mr. To Sz Tui.

The Chinese community had intended to invite members of the Council and heads of departments and other leading residents to meet Mr. Tratman, but, as revealed in Dr. Kotewall's speech, Mr. Tratman specially asked for the function to be made as informal as possible.

Over a hundred sat down to a sumptuous dinner served in Chinese style. After the toast of "The King" had been honoured, the toast of "The Republic of China" was proposed. The Hon. Dr. Kotewall then asked those present to drink to the health of Mr. Tratman.

"A Modest Hero."

Dr. Kotewall said:—

Mr. Tratman and Gentlemen.—If Mr. Tratman had had his own way, we would not have had this dinner. When he heard of the proposal of his Chinese friends to give him a dinner to celebrate his C.M.G., Mr. Tratman came to me and begged to be "let off," being one of those modest heroes who dread limelight. I heard his entreaty with sympathy, but it was not in my power to grant it, because my fellow-hosts would not hear of foregoing the pleasure of entertaining him. He then begged that we should make the dinner as informal as we could, and that I should say as little about him as possible. To this I really agreed.

Mr. Tratman has served the Colony as a civil servant for the long period of 29 years, having been appointed a Cadet in November, 1904, after a classical career at Oxford where he took a very fine "First" in Moderations. His ability soon attracted the attention of his superiors. I remember how once, at a long ago, when I was temporarily doing secretarial work for Sir Henry May, then Colonial Secretary, Mr. Tratman called to see my chief, and on his departure Sir Henry turned to me and said, "Good man, that!" Three short words, and not remarkable in themselves, but coming from a man not given to idle utterances, they impressed me greatly. From that time I began to watch the progress of this young official, and I have found it worth watching.

Fine Record.

During his career in Hong Kong, Mr. Tratman has held about a dozen different posts, in each case with a success that was gained by a thorough and conscientious application to his duties—the success not of specious brilliance, but of a mind which, while broad in outlook and generous in sympathy, has a way of getting at the root of things. (Applause.)

Of Mr. Tratman's earlier successes I know only by report. I know, for instance, that as District Officer he showed exceptional aptitude for land administration, and that he was highly regarded by the village elders who, even now, speak with pleasure and respect of "Cheuk Tai Yan." It was in the early days spent in the New Territories that he began to earn a reputation not only as an administrator but as a sportsman. One of his "bags" in the New Territories was a murderer, taken at dead of night.

Even outside the Colony Mr. Tratman has rendered service to the Chinese. In the winter of 1914-15 he went up the West River on several occasions on flood relief, repairing what are known as the Winter Embankments. One night, in a Chinese boat at Sam Chau Hau in December, 1914, he and his companion were nearly frozen to death.

Of Mr. Tratman's later successes I know at first hand, for it was at the time of his taking on the post of Acting Secretary for Chinese Affairs in March, 1928, that I first came into close contact with him. As Principal Assistant Colonial Secretary, which post he still holds, Mr. Tratman has gained golden opinions from all sides. (Applause.)

The General Strike.

As Acting Secretary for Chinese Affairs in 1928, he filled with distinction a position which, difficult at all times, was then beset with unprecedented difficulties, for his term of office happened to coincide with the never-to-be-forgotten general strike and boycott. So far from losing his grip on this time of emergency, he seemed to have acquired extra power in contending with the intricate and perplexing situation.

Coordinated action to be taken, to the great benefit of the Colony. It was largely due to his sympathetic support that the Trade Loan of \$30,000,000 which was undoubtedly a salvation to the Colony, was brought into existence. Sitting on the committee appointed to appraise this loan, he showed a fairness and breadth of mind that helped towards the satisfactory and smooth performance of an invidious task. (Applause.)

If the public had not been more aware of these services, rendered to the Colony during what was probably the greatest crisis it has ever gone through, the fault is Mr. Tratman's; his modesty, which would fain not listen to this present praise, has stood in his own light. I am glad of this opportunity to turn a little of that light on him.

Well, gentlemen, faithful to my promise to be brief, I would now, on behalf of my fellow-hosts, tender personally to Mr. Tratman our heartiest congratulations upon the honour which His Majesty the King has bestowed on him, and I would call upon you to drink with me to the health and success of Mr. D. W. Tratman, C.M.G. (Applause.)

MR. TRATMAN'S REPLY.

In replying to the toast, Mr. Tratman said:—

Dr. Kotewall and Gentlemen.—Dr. Kotewall has not begun his story quite at the beginning. He did not say that, after my wife he was the first person to whom I told my very pleasant news of June 3, and that Sir Shou-son Chow and Dr. Tso were the next. He probably does not know that it was so, or he would not have failed to mention a matter which added a very keen edge to the pleasure of that day. But he is entirely right about the next stage.

What are called public occasions give me colder feet even than Sam Kung Hau. It is a case of Nai P'o Sat Kwo Hoi. The feet of clay must be revealed. If I don't make a speech the company will think me dumb. If I do they will wish I were. It is not so bad when one has a nice solid impersonal subject to dilate upon—any the pleasure of that day. But he is entirely right about the next stage.

A Seedy Looking Fellow.

I have racked a rather shaky memory to find a tale or two which would amuse you, the only result being two which I could not possibly repeat. Here, is this:—During one of my spells as Superintendent of Imports and Exports I got a lot of bad reports about a certain ship. Those were days before I was married and I had no one to tell me that my tie was crooked and my hair endwise. Well, one afternoon having a moment to spare I slipped out of the office to the wharf where this ship was lying, and had a good look round her cargo space.

The next morning the Captain sent in and asked for an interview with the Superintendent. I saw him and he asked if all my men wore uniform when examining a ship. I said No. Why? He then explained that the afternoon before he had seen a very seedy-looking fellow poking his nose into various corners of the ship and had been told by the comprador's staff that he was a Revenue Officer which he, the Captain, could hardly believe. At this point he took another look at me and said:—

ALLEGED MURDER
AT AU TAU.WIFE AS PRINCIPAL
DEFENDANT.

Five persons were before Mr. E. I. Wynne-Jones at Tai Po Police Court on Monday charged with the murder of Cheung Pak Yau, 63, at Sheung Tse village, Au Tau, on September 1. The principal defendant was Tang Yun, the wife of the murdered man.

The charge was the sequel to a quarrel which arose when the man, it is alleged, embraced his daughter-in-law. He was then set upon by the five prisoners. They bound him dragged him out of the house, and then either beat him to death or strangled him, or both. His body was found later on a hill side.

Outlining the case, Mr. E. I. R. Andrews, for the Crown, said that the man met his death about five o'clock on the day in question, but the news did not reach the Au Tau Police Station till two days afterwards. When a post-mortem examination was made, the body was already in too advanced a state of decomposition to enable any definite cause of death to be ascertained.

Accused's Statement.

Regarding the statements made by the accused, the first had said that she was returning from the fields when she saw her husband embracing his daughter-in-law. She hit him with a stick, and he retaliated using a dagger but his blow missed her. She then told her daughter-in-law to help her to strangle him. The statement continued that the woman tied up Cheung and dragged him outside. They then strangled him, and she told them to take away the body. The woman further alleged that the man was a bad character, and had been banished. At different times he had threatened to kill both herself and her son.

The man's statement was mainly corroborative. He added that all his clansmen knew that Cheung was not a good man. Mr. Andrews said that he would call three chief witnesses. After evidence of arrest and post-mortem examination had been taken the case was adjourned.

Back to 1925.

But the only real way to deal with such a speech as you have just heard is to turn the tables on the speaker and my hosts generally. In a gathering like this my mind naturally turns back to 1925. I see so many around me who served in that campaign that I feel I am at an old comrades dinner celebrating the anniversary of a great victory.

And let me remind you that that battle the army behind me was not of my making. To speak only of men I have known personally, that army was built by Brewin, Hallifax and Wood and their general staff the District Watch Committee, and it is to them rather than the chance commander of a few months ago the victory belongs. They set the fulcrum and forged the lever. I happened to be there when the rock had to be heaved from our path.

Now let me recall what really happened in those stirring days. Whenever an existing service broke down or an emergency organisation was needed there was no going out into the highways and hedges to collect men. Along you came, gentlemen, in your tens and hundreds ready to stop in and do the work right in the heart of the enemy's guns as of your private affairs and your personal health. Whether it was Postal Censors, Cable Censors, Newspaper Censors, Food Controllers, Labour Controllers, Special Police or Ambulance Recruits that were wanted, there you were. Even a new newspaper was born.

A Permanent Record.

I am not going to mention names, though I treasure as one of the finest examples of true civic spirit the name of one of whom we all hold in deep affection who took his turn with the Kai Ching despite the weight of over sixty years. And I am still lost in admiration of the man who was in the thick of the fight from first to last and who on October 24 could write a report of thirty-three printed pages giving a vivid picture of all that you and he had been through during those anxious months and how the battle had been brought to victory. That report stands in the archives of His Majesty's Government as a permanent record of the true spirit of the Chinese Community of Hong Kong. I need not tell you the writer's name.

A Happy Man.

Dr. Kotewall has spoken of my days in the New Territories and I am ready at least to hope that he is right in saying that the people of those pleasant places have a regard for one whom the Elders call Cheuk Tai Yan and the Juniors Ta Cheuk Tai. It is the first duty of an administrator to win the esteem and confidence of the people whose welfare is entrusted to him. But to-night, gentlemen, I feel I have more than your esteem and confidence. I have your affection and I am a happy man. I drink to you, my Chinese friends.

DR. M. B. OSMAN, M.D.

FAREWELL PARTY AT UNIVERSITY UNION.

At the University yesterday, Dr. M. B. Osman, M.D., who is shortly leaving to take up a Government position in Kedah, F.M.S., with Mrs. Osman were the guests of honour at a farewell party, given by members of the University Union. Others present included Mr. W. W. Hornell, Vice-Chancellor of the University, Mr. Chung Hok Nang, President of the Union, and many others, including some of the lady undergraduates.

In making the presentation of a blackwood cigarette box, inlaid with a dragon done in silver, the Chairman said that they were very unfortunate in losing Dr. and Mrs. Osman who were very good friends of the Union. Dr. Osman, however, was going to take up a better position and on behalf of all present, the Chairman said he wished Dr. and Mrs. Osman a very happy time in Kedah.

On rising to reply, Dr. Osman was heartily cheered. He said he was sure all would sympathise with him in feelings that nearly overcame him on an occasion like this. They had made him a stranger—nay, an alien, feel at home, and they could not do more. He did not know what the future held in store for him—he did not care so long as he could take with him the memories of the happiest years of his life spent in Hong Kong.

Dr. Osman concluded by saying that he would miss all his friends, miss them in the Union, the lecture hall, and most of all, in the playing field. He thanked them for the kind things said about his wife and himself, and he would now say farewell.

Mr. Hornell, who also made a short speech, said this was the fourth time he had said how sorry he was that Dr. and Mrs. Osman were leaving. However, he would not be able to express his real feelings even if he had to say it 400 times. Addressing Dr. and Mrs. Osman, Mr. Hornell said: "Farewell, and may all blessings go with you."

CRICKET CLUB FAREWELL.

At the University Pavilion last Sunday, Dr. Osman was the guest at a luncheon party given by members of the University Union Cricket Club.

Mr. W. W. Hornell, Vice-Chancellor, was in the chair and in making a presentation of a cricket ball, mounted on three silver stumps, to the guest, Mr. Hornell wished him goodbye and good luck and thanked him for all he had done for University cricket. He then proposed the toast of Dr. Osman which was accorded musical honours.

Dr. Osman then made a short speech in reply, thanking Mr. Hornell for all the nice things he had said about him. He wished them farewell and urged the members of the Cricket Club to keep alive the traditions of that association.

HARBOURING CASE.

SMART SENTENCES AT
KOWLOON.

The case in which five Chinese, two women and three men, were charged with harbouring two young girls from Kau Kong village, Nam Hoi, was concluded before Mr. T. Whyte-Smith at the Kowloon Magistracy yesterday.

Mr. J. Murphy of the S.O.A. prosecuted, and Mr. F. X. d'Almada, Jnr. appeared for the third defendant.

At the previous hearing, it was stated that one of the girls, Kwai Leung Ling, and the first and third defendants were found on board the s.s. An Tung bound for Amoy, by Detective-Inspector Humphreys. On information received from these men, the second, fourth and fifth defendants were arrested in a house at 1032, Canton Road.

Chan An, one of the girls in the case, said that she and the other girl were taken down to Hong Kong where they stayed in a boarding house. Later they went to the fourth defendant's house and there the two girls were told that someone wanted to buy them as daughters.

The mothers of the two girls both stated they sold their daughters as *mu-lai* in Kau Kong. They did not think that their mistresses gave them (the girls) permission to come to Hong Kong.

After hearing further evidence, His Worship convicted the first four defendants and discharged the fifth. The first was sentenced to two months' hard labour, while the third and fourth were fined \$250 or two months' hard labour.

CABLES TO JAPAN.

DAILY "LETTER
TELEGRAMS."

Daily Letter Telegrams will, from to-day, be accepted by the Great Northern and Eastern Extension cable companies for Japan at one-third of the ordinary rate, subject to a minimum charge for 20 words (including the words in the address) viz., per word \$ 0.35, minimum charge \$7.00.

For Formosa, the rate per word is \$0.20, minimum charge \$4.

D.L.T. Telegrams are subject to the following rules:—

1.—The paid service instruction "DLT" must be written as the first word of the address, and is charged for as one word.

2.—Registered telegraphic addresses may be used as well as addresses written in plain language.

3.—The text should be expressed in plain language, the languages admitted being French, English, Chinese (four figure groups) and Japanese. The use of two or more languages in the same text is not permissible and numbers (whether written in letters or figures), commercial marks, or abbreviated expressions must not exceed one-third of the chargeable number of words in the text.

4.—The telegrams are normally delivered to the addressee two days after having been handed in.

5.—Prepaid replied and paid service messages are admitted, but the latter are chargeable at the ordinary tariff. Other special services are not admitted.

WHAMPOA A WORLD
PORT.OVERSEAS PUBLICITY
CAMPAIGN.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 30.

Three things are being done, according to the Board of Directors of the Kwangtung Conservancy Works, to develop Whampoa into a world port.

Firstly, world-wide publicity is being given to the project. Such work is being done especially among the overseas Chinese; the object being to induce them to invest money in the project. Tens of thousands of pamphlets setting forth the reasons why Whampoa should be converted into a world port are to be distributed among Chinese abroad.

Secondly, the promoters of the scheme, aside from petitioning Nanking to appropriate \$1,000,000 from the Boxer Funds for the purpose, will take steps to solicit aid from wealthy Chinese both at home and abroad.

Thirdly, the harbour is being surveyed and its depth sounded. Two surveying parties of 30 men each are at work on the job.

MERCHANT SUED FOR
\$1,000.JUDGMENT ENTERED FOR
PLAINTIFFS.

An action for the recovery of \$1,028.17 was brought at the Summary Court yesterday before Mr. Justice Jackson. Messrs. Jaurai & Co., 25, Wyndham Street, were the plaintiffs, and the defendant was Mr. H. M. Hsiao Esq., merchant of China Building. The sum of \$28.17 was waived in order to bring the action within Summary Jurisdiction.

Mr. Leo D'Almada, Snr., was for plaintiffs, and Mr. P. M. Hodgson for the defendant.

Plaintiff claimed the sum as being money lent to defendant and also for money paid by plaintiffs from November, 1928, to June, 1929, for and on behalf of the defendant and at his request.

A statement of account was produced by plaintiffs, showing the transactions with the defendant during the period mentioned in the writ. Mr. Hodgson raised questions about an item of \$2,500 which he contended represented payments for "Wolke" motor-car indicators in which plaintiffs were also interested. This was denied by plaintiffs, who pointed out that the defendant had an agreement with them to supply such goods.

After hearing evidence His Lordship held that plaintiffs had proved their case and gave judgment in their favour for \$1,000 and costs.

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RACKETSSEE THE
FINEST
RANGE IN THE
COLONY.THE NEW
DUNLOP TENNIS
BALL.
A BETTER & CHEAPER BALL.

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ENGLISH PORTABLESTHE BEST
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IN THE WORLD.MODELS IN RED, BROWN
AND BLACK.

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The Monitor Top is a
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HUNDREDS of thousands of owners have found that the day a General Electric Refrigerator starts working for them, they are saving the edges of their household expenses.

It not only saves time and steps and labor, supplies ice cubes, makes frozen desserts, preserves food, spares and wastes—but in actual cost of operation is a real economy. The Monitor Top runs the General Electric Refrigerator at a cost of a few cents a day!

Thanks to the economical operation of the Monitor Top, there is not a family unable to enjoy the luxury of owning a General Electric Refrigerator. Thanks to our easy-time payment plan, there is not a family unable to order one installed this very day!

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

Electric Water Coolers • Commercial Refrigerators • Electric Milk Coolers

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Hongkong Electric Co., Ltd.
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RENDITION OF
WEIHAUWEL.IMPRESSIVE ARRAY OF
BRITISH WARSHIPS.

[THROUGH REUTER'S AGENCY.]

WEIHAUWEL, Sept. 30.
The rendition ceremony commenced at 10.30 on Wednesday morning with the landing of the Special Chinese Commissioner, Wang Chia Ching, and suite, who will be received by the British Commissioner, Sir R. F. Johnston, Vice-Admiral Waite and other senior officials, and naval and military guards-of-honour.

Sir R. F. Johnston will then read Articles 1, 2, 3 and 50 of the Rendition Agreement, and the first Article of the Naval Agreement, after which he will order the Chinese national flag to be broken alongside the Union Jack, both of which will be hauled down at sunset, the Union Jack for the last time after 32 years of undisturbed peace.

The British navy will be represented by the Kent, Cumberland, Cornwall, Sandwich, Petersfield, Medway, Marazion, Olin, Osiris, Oswald, Otus, Thracian, Stormcloud and the Somme, and the Chinese navy by two warships.

Sir Miles Lampson Down With Malaria.

WEIHAUWEL, Sept. 30.
Sir Miles Lampson, British Minister at Peking, on board H.M.S. Bridgewater, arrived this morning suffering from an attack of malaria. He is staying ashore on the island.

Two Chinese warships are expected to arrive early to-morrow morning with the Chinese rendition Commissioners, also 300 Marines for the guarding of the territory boundaries.

Chinese Gunboats at Weihaiwei.

Two gunboats of the Manchurian Naval Forces, the Hainan and Chenhai, left for Weihaiwei to take over the naval defensive affairs of the place.

DOPING OF RACEHORSES.

JOCKEY CLUB STEWARDS
STAMPING OUT PRACTICE.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 29.
Chapman, the racehorse trainer, who has been warned off Newmarket Heath for having doped a horse, has a big stable of 30 horses, his patrons including the Duke of Richmond and Duke of Norfolk. The former was recently elected a member of the Jockey Club.

The stewards have evidently decided to stamp out doping, as instead of posting the usual notices before the race, they merely took full powers of examination after the race. Many trainers are now anxious, as there are many tonics on the market hitherto regarded as legitimate.

BOBBY JONES TIRED OF
GOLFING!HOME FOLK GIVE HIM A
GREAT OVATION.

[REUTER'S AMERICAN SERVICE.]

ATLANTA, Sept. 29.
Bobby Jones' homefolk gave him an ovation on the conclusion of the great trail of golfing adventures that he has ever had.

His wife and baby son greeted him first, amid the din of motor horns and train whistles.

Jones looked tired and admitted that he was fed up with golfing. He said he must henceforth attend to law practice, though he would not, however, golf.

The Golfing Association has given him custody of the Walker Cup for a year. This is the first time the cup has been kept outside the office of the Association.

FENG YU HSIANG
TO RETIRE.SURRENDER OF THE
KUOMINCHUN FORCES.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 30.
Chiang Kai Shek has telegraphed to the Government that Feng Yu Hsiang has decided to retire, and that the Kuominchun are evacuating their positions on the Lungshai Railway front.

The local Commander, Chi Huang Chang, has sent delegates to confer with Chiang Kai Shek regarding the terms of surrender.

Chiang Kai Shek requests Mr. Fu Hsiang and Chang Chih Kiang, ex-chief of staff of the Kuominchun (who is at present in Shanghai), to proceed to the front immediately to confer with him concerning the reorganization of the Kuominchun.

Feng's Delegates to Mukden.

PEIKING, Sept. 30.
The delegates of Feng Yu Hsiang, including Lu Chang Lin's chief of staff, passed through here on their way to Mukden.

Chang's Second Peace Telegram.
It is stated that Chang Hsueh Liang is anxious to hear the views of the various sides before issuing a second peace telegram.

Retirement of Chiang, Yen and Feng?

The vernacular papers here, which may now be regarded as a Manchurian State, assert that the telegram may call for the retirement into private life of Chiang Kai Shek as well as Yen Hsi Shan and Feng Yu Hsiang, and the summoning of a National Assembly at Tientsin.

OPIUM SMUGGLING.

FOREIGN SHIPS TO BE
SEARCHED.

HANKOW, Sept. 29.—Pursuant to an order of the Provisional Headquarters of the Commander-in-Chief, rigid inspection of incoming and outgoing vessels, trains and aeroplanes is to be immediately enforced by the Gendarmerie Headquarters for the Wu-Han area to prevent the smuggling of opium. Foreign steamers plying along the Yangtze River will also be subject to search.

SHANGHAI TELEPHONES
TO BE TAKEN.LINES OUTSIDE SETTLEMENT
TO BE SEIZED.

NANKING, Sept. 29.—It is reported that the Ministry of Communications has officially instructed the Greater Shanghai Telephone Administration to take over the telephone lines installed by the former Shanghai Mutual Telephone Company in Pootung, Chapei, Nantao and the extra-settlement roads. In order to facilitate the taking over, a branch office of the Telephone Administration will be opened at Pootung. It is understood.

LATE SIR J. N. GRIFFITHS.

VERDICT OF SUICIDE WHILE
INGANE.

[THROUGH REUTER'S AGENCY.]

ALEXANDRIA, Sept. 30.
A verdict of suicide while temporarily insane was returned at the inquest on the late Sir J. N. Griffiths.

A business associate of the deceased in his evidence said that Sir J. N. Griffiths had long been in a state of nervous tension and anxiety regarding the progress of the work on the Assuan Dam, and this became accentuated when he arrived in Egypt three weeks ago. He found the position more serious than he had realized. His mental difficulties due to the delay in the work had greatly aggravated the nervous tension.

FINANCIAL REFORM
IN GERMANY.PROGRAMME SUBMITTED
TO PRESIDENT.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 30.
Chancellor Brüning has submitted to President Hindenburg the Government's financial reform programme to cover the Budget deficit of 237,500,000, due to unemployment and the decline of revenue.

To prevent a further deficit in the coming year, it is understood that salaries of members of the Cabinet will be reduced by 20 per cent., and the salaries of all State officials by 5 per cent. The unemployment insurance tax will be increased by two per cent. to 6 per cent., and bachelors and spinners will probably be taxed. The expenditure of Government departments will be reduced by 28,000,000. It is anticipated that the Reichstag, which will meet on October 13, will reject the programme, and that President Hindenburg will authorize the Government to legislate it and adjourn Parliament until the spring.

ANGLO-GERMAN DIPLOMA-
TIC RELATIONS.FAREWELL TO AMBASSADOR
TO ST. JAMES'S.

[BRITISH WIRELESS SERVICE.]

ROST, Sept. 29.
The Secretary for Foreign Affairs (Mr. Arthur Henderson) and Mrs. Arthur Henderson gave a farewell luncheon yesterday to the German Ambassador and Madame Stamer, who are leaving London this week.

The Prime Minister and other members of the Cabinet and their ladies were present, and the other guests included Lord D'Abernon and Lady D'Abernon; Sir Austin Chamberlain, Lady Chamberlain and Sir Horace and Lady Rumbold. Mr. Henderson said they were bidding farewell to an Ambassador who, in the course of his tenure of no less than ten years of his post, had succeeded in establishing many firm and lasting friendships. He recalled the difficult circumstances in which Dr. Stamer had first assumed his duties, and said he and Madame Stamer would carry with them in their retirement the good wishes of all who had come into contact with them during their official mission to London.

Dr. Stamer, replying, amid plaudits, said he regretted that the pleasant personal and official relations established in London were coming to an end. He was fully conscious of the fact that his mission to London had attained the object for which it was undertaken. His Government had entrusted to him the work of trying to tide over the atmosphere which the war had created, and he was very glad to be able to say to-day that his efforts in this respect had not been unsuccessful. A friendly atmosphere had been created, and he was looking hopefully into the future. To his mind, the best way and the most effective means for securing lasting peace had been the policy of patience and conciliation which would for ever be connected with the name of Dr. Stresemann.

He had led to the Hague Conference and to the first step in the pacification of the world by freeing Germany from foreign occupation and control. He added that Great Britain might be assured that this policy would be continued unaltered by the German Government, and would contribute to the bringing about, step by step, of the pacification of Europe and would help, at the same time, still further to improve the relations between other nations.

ENORMOUS ILLICIT TRAFFIC
IN NARCOTICSCREATES GRAVE CONCERN
IN LEAGUE.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 30.
The Fifth Committee of the League of Nations has concluded its labours.

It has passed a resolution that it is gravely concerned with the enormous illicit traffic in narcotics, and instructing the Secretary-General of the League to write to all the Governments, and to members of the League, to complete their measures for the suppression of such traffic.

DEATH OF LORD
BIRKENHEAD.FORMER CHANCELLOR OF
GREAT BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 30.
The death of Lord Birkenhead is announced.

Recurrence of Lung Congestion.

LONDON, Sept. 29.

Lord Birkenhead's condition is again reported on in a bulletin issued to-day, which states that there has been a recurrence of the congestion in one lung, accompanied by a considerable rise of temperature. His general condition remains good.

It will be recalled that he was first reported to be suffering from lung complications towards the end of August, but his condition was stated after a few days to be much improved.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 29.

A bulletin concerning Lord Birkenhead, issued this afternoon, states that there has been a recurrence of the congestion in one lung accompanied by a considerable rise in temperature. The patient's general condition remains good. The bulletin is signed by three doctors.

Reported to be in a Serious
Condition.

LONDON, Sept. 30.

Lord Birkenhead last evening was reported to be in a serious condition.

The chest trouble has extended.

This morning's bulletin stated that the patient's condition continues to cause anxiety, as the night fever still persists. There has been an improvement in the affected lung.

"The Smith of My Own Fortune."

The late Lord Birkenhead had what the late President Wilson called "a single-track mind." In the candid biography of him ("Lord Birkenhead," by "Ephesian," Mills & Boon, 10s. 6d. net.) published four years ago, each chapter illustrates that attribute. There are seven chapters—the seven stages of "F. E." as it were; and in the seventh stage he was still a young man—still "an adventurer."

He had all the ruthless candour of the adventurer. Far from disliking that noun, he rejoiced in it. The biography, indeed, opens with this philosophy of life:—"The great Disraeli did not disdain the name of adventurer, and I am myself willing to be called one in the same sense. Life is an adventure. He who, starting with nothing, fights hard while conceiving ambitiously, must be an adventurer."

An Exploded Legend.

But whereas the soldier of fortune, as a type, may fight on any side, "F. E." has always kept to his single track; and it is well that this unusual biography destroys one infantile yarn. He was at Wadham College, Oxford, with among others now famous Sir John Simon and C. B. Fry. "Ephesian" says:—"These three young Wadham men—Smith, Simon, and Fry—were close friends. Smith was president of the Union in 1894; Simon two years later."

"There is a silly story that these three looked up to choose which party each should join, since it was inconceivable that any political organisation could offer sufficient opportunities for both. Those who repeat this legend forget that Smith had already made his mark as a Conservative in the Union before Simon appeared."

(Continued on next column.)

LEAGUE OF NATIONS
ASSEMBLY.REPORT OF SIXTH COM-
MITTEE ADOPTED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 30.

The League Assembly adopted the report of the Sixth Committee, dealing with the protection of minorities, laying stress on the capital importance of the problem in connection with the peace of the world. The solution is to be found in mutual confidence and the constant co-operation of majorities and minorities in each country.

"THE PILGRIM
TRUST."SUBSTANTIAL EXPRESSION
OF SYMPATHY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 30.

The New York Times, in this course of a leading article, rejoices at the establishment of "The Pilgrim Trust."

The paper says that "there must be innumerable citizens who wish to be able to do what Mr. Harkness has done, but they can at least applaud the substantial expression he has given to their own feelings of admiring sympathy."

The fund totals \$10,000,000, and the Trustees are Mr. Stanley Baldwin, Mr. John Buchan, Lord Macmillan, Sir James Irvine and Sir Josiah Stamp.

"The Pilgrim Trust," as the benefaction by Mr. Edward Harkness, the American philanthropist and oil magnate, of a sum of \$10,000,000 to endow social and educational work in Britain, is styled, begins work to-day.

The ex-Premier, Mr. Stanley Baldwin, one of the Trustees, outlining the objects of the donation in a letter to the Times three days ago, said that the Trustees are given complete discretion in the use of the fund for any purpose covered by the legal word "charitable."

The gift is prompted, in the words of the donor, by admiration for the manner in which Great Britain has incurred and borne the burdens of the Great War.

"They forget, also, that the temperaments of the two men are so different as to make it impossible for either to have adopted a different political complexion."

"For a bet of £50 he undertook, at the age of twenty, a non-stop walk from Birkenhead landing-stage to Llandudno pier, a distance of sixty miles. He accomplished this in fourteen hours, at an average speed of four and a quarter miles an hour."

Income at the Bar.

In 1899 "F. E.'s" income at the Bar was 48 guineas. In his second year it was £1,200; and soon after he received more than a thousand briefs, with fees of nine or ten thousand pounds, in a famous series of tobacco actions. By 1914 he was earning £30,000 a year.

He was proud of his family—a real family man. His wife and children were his "chums."

He loved children; and with his own "he always adopted the principle that they treated him with perfect frankness as a friend and an equal, and argued with him, provided they avoided rudeness."

When, in 1910, Sir Frederick Edwin Smith, Bart., was raised to the peerage, it might have been noted that the crest on the arms of the new Baron Birkenhead was *Faber meae Fortunae*, which, in English, is *The Smith of my own Fortune*. This concise legend is eminently characteristic.

Lord Birkenhead, who was created an Earl in 1922, was born at Birkenhead on July 12, 1872. He obtained a 1st class Final Hon. in the School of Jurisprudence in 1894, was Victorian Lecturer at Merton College, Oxford, 1896; Lecturer of Oriel College, 1897; Oxford University Extension Lecturer in Modern History, 1898; and Examiner in the Final Schools, Oxford, 1900-1901. He was the Conservative candidate for the Scotland division of Liverpool, 1903-4; Walton division, 1905; K.C. and Bench of Gray's Inn, 1909; Treasurer, 1917-1918; Solicitor-General, 1919; M.P. (U.) Walton Division, Liverpool, 1909-19; Lord High Chancellor of Great Britain, 1919-22; on active service (with the Indian Corps in France), European War, 1914 (mentioned in despatches); Major in the King's Own Oxfordshire Hussars; temporary Colonel in the Army; Lord Rector of Glasgow University, 1922; Hon. D.C.L. Oxon, 1922; High Steward of Oxford University, 1922; and Rector of Aberdeen University, 1923. He published International Law, 1911, Newfoundland; Poems of Samuel Johnson, LL.D.; Toryism until 1932; International Law in the Far East, 1909; The Licensing Bill, 1908; The Destruction of Merchant Ships, 1917; The Indian Corps in France; Points of View, 1924; Fourteen English Judges, 1929; Famous Trials of History, 1929; and Law, Life and Letters, 1927.

EMPIRE CONFERENCE

SIMPLIFYING THE CONSTI-
TUTIONAL RELATIONSHIP.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 30.

Addressing journalists to-day regarding the Imperial Conference, Mr. J. H. Thomas referred to the recommendations of the Legislation Conference of 1928, which will be discussed with a view to simplifying the constitutional relationship and showing the Dominions in form as well as in fact that they are by no means subordinate to Great Britain.

Restoring Economic Prosperity.
Great Britain was not going to the Conference with a predetermined policy. One of the Conference's chief tasks would be to discover a means to encourage industry's efforts to restore economic prosperity. The economic outlook was darker than it had been for generations.

Empire Appeal Court.

Mr. Thomas said that the question of an Empire appeal court would be debated. It would adjudicate on matters of an inter-State character and perhaps the affairs of individuals. He understood that the Imperial Conference committee appointed for foreign policy and defence matters was specially to consider the question of the future of the Singapore naval base.

Main Issues Before the Conference.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 29.

The main issues before the Imperial Conference, which opens on Wednesday in the Reception Room of the Foreign Office, were discussed to-day in an interview by the Dominions Secretary, Mr. J. H. Thomas, who is one of the United Kingdom delegates.

A Family Gathering.

At the outset Mr. Thomas emphasized that it was a family gathering. While it was true that each had its separate interests, all were working together in the common interest in pursuit of common ideals. The delegates, therefore, came into the Conference to exchange views, to consult together, and to try to work out together to their mutual advantage the solutions of the various problems confronting the field of inter-imperial relations. The broad principle of constitutional status had already been settled. The Imperial Conference of 1926 set out a definition of the position and the mutual relation of a group of self-governing communities composed of Great Britain and the Dominions in terms which are well known.

Principle of Co-operation.

The report of that Conference also made plain how vital was the principle of co-operation if the British Empire was to believe in its positive ideal, and it further placed on record that there were certain points arising out of the present legal position which appeared to require further detailed consideration. He recommended that a special body be set up to consider these questions. Accordingly last autumn a special Conference for the consideration of Dominion legislation and Merchant Shipping Legislation was held. Briefly, the object of the recommendations of that special conference was to recover Parliament's on the ground that such restrictions are now constitutionally out of date.

The present terms of their recommendations will form one of the main issues for consideration at the forthcoming conference.

Obstacle to True Constitutional
Development.

If he felt in some regards that the presence of these legal forms would afford an obstacle to true constitutional development, and that in order to secure free and full co-operation between equal partners in the British Commonwealth, it is desirable first of all to make it quite clear that all the Dominions are in form as well as in fact in no way subordinate to this country.

Foreign Policy and Defence.

The next broad division of the agenda covered questions connected with foreign policy and defence. Under this heading the conference would no doubt consider what further advance could be made in the international field towards securing the general peace of the world.

Security and Disarmament.

"This is our prime object to which the efforts of the present Government have been directed since they took office. By means of developing the use of arbitration instead of war as instanced by the adherence to the optional clauses and by the approach to disarmament as instanced in the negotiations of the London Naval Conference, the League of Nations, and the Geneva Disarmament Conference, this great question is of vital importance in the interests of the Empire."

(Continued at foot of next column.)

ROUND TABLE
CONFERENCE.VICEROY RENOUNCES
CONGRESS-MEN.

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 30.

The Viceroy (Lord Irwin), in the course of a speech delivered at the Punjab Government banquet, denounced the action of the members of Congress in refusing to attend the Round Table Conference, and for conducting the civil disobedience movement, which he declared, made an agreed solution immeasurably more difficult.

MISSING EXPLORERS
SAFE.REACH DESTINATION AFTER
ALL HOPE ABANDONED.BATTLE WITH VIOLENT
SNOW STORM.

[UNITED PRESS.]

Winnipeg, Sept. 25.—Major Burwash, the Canadian flying explorer who was yesterday reported lost after flying conditions in the north had been declared impossible, has reached his destination.

Major Burwash and his companion, W. J. McDonough, had been missing 48 hours when their dramatic arrival amazed the watchers who had practically given up hope of their safety. A heavy storm with driving sleet and snow and high gales of wind had completely demoralised all communications with the provinces of Saskatchewan and Alberta. In the very midst of this storm, out of the swirling snow, appeared the plane that had been given up for lost.

Major Burwash explained that he had been forced to land at Fort Alexander on the shores of Lake Winnipeg on account of the violent weather, and had been unable to notify headquarters of his whereabouts.

Rejoicing is general here that this distinguished Government explorer has not been added to the toll of airmen lost in the northern quests. His recent exploits in heading expeditions to the magnetic North Pole and to King William Island secured valuable results and attracted much world-wide attention.

British Commonwealth of nations that separate members should move forward as they have for moved forward hand in hand, and more over, the influence which such joint action on their part can exert greatly exceeds the influence which can be exerted by any one of them acting alone.

Goodwill to All.

To turn now to the Economic Conference, it is not a Conference to which we go with a Parliamentary policy to be pursued at all costs with the idea that success or failure may be measured by our success or otherwise in pursuit of that policy. Our object is a national sphere of goodwill to consider together what can best be removed so far as Governments can remove them. But whilst Governments can do a good deal, there are many important things that Governments can not do. Governments can help to create conditions in which real progress can be made; they can also help to remove obstacles; they can inspire a spirit of confidence and lend guidance to the efforts of individuals. But we must not forget that it is on the efforts of industry itself that the economic prosperity of the Commonwealth largely depends, and one of our chief tasks will be to find the means to encourage those efforts and to ensure that they shall prove fruitful.

World's Economic Outlook.

The Conference meets at a time when the economic world outlook is dark—darker indeed than it has been for generations. Yet it is just because our economic difficulties are so great that the work of the conference is so eagerly anticipated and so much is expected from it. At any rate the greatness of the crisis is the measure of the opportunity.

Several inter-imperial questions which, it is thought, likely may be examined at the Conference, were informally discussed by Mr. Thomas. He said that the project for setting up an Empire Court for settling individual units of the Empire might have access for the settlement of inter-imperial and internal and domestic to the British Empire would probably be discussed at the Conference.

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KOWLOON F.C. MEETING.
SUCCESSFUL REPORT FOR THE YEAR.
NEW OFFICERS ELECTED.

The annual meeting of the Kowloon Football Club was held yesterday, Mr. C. Bond taking the chair in the absence of the President, Mr. T. F. Bradford, and about 80 members being present.

Referring to the report and statement of accounts, the Chairman explained various items which called for heavy expenses such as repairs to pavilion and grounds, while a sum of \$354.82 had to be written off as bad debts. He said that, taking everything into consideration, the profit of \$703.47 for the year may be considered very satisfactory.

The Chairman's proposal that the accounts as presented be passed was accepted by Mr. T. C. Clemo and carried unanimously.

In reviewing the activities of the season, the Chairman regretted that the Club had lost many of their good players, but he hoped that with some encouragement from the members, and good leadership, the younger playing members would help in making the present season a successful one for the Club.

Mr. McKelvie received much applause when he was re-elected as Captain of the Club, and he spoke reassuringly of the Club's wholehearted support in the interests of the game.

The meeting considered certain proposed alterations to the rules. On the proposal of Mr. Clemo, seconded by Mr. Simpson, the rules were taken en bloc and passed subject to a few minor amendments proposed at the meeting.

Various proposals were made by members for the attention of the incoming Committee, and one of these was the continuation of the open-air concerts, which had been a popular feature during the summer months.

Office Bearers.

The following officers were elected for the season:-

President: Mr. Robert Hall.

Chairman: Mr. James Smith.

Captain: Mr. J. McKelvie.

Vice-Captain: Mr. Haast.

Tennis Convenor: Mr. T. G. Stokes.

Bar Convenor: Mr. C. Bond.

Hon. Secretary: Mr. F. C. Clemo.

Treasurer: Messrs. Percy Smith, Seth & Fleming.

General Committee: Messrs. F. Spary, G. Hedley, W. M. Johnston, A. B. Clemo, A. B. Pascoe, and W. C. Simpson.

Ballooning Committee: Messrs. Haast, Coleman and Keates.

BRIBE TO DISCOVER SECRET PROCESS.
MANAGER OF A COMPETING COMPANY FINED.

A firm's secret process was concerned in a case heard at Ashton-under-Lyne Police Court, Lancashire, last month, in which Joseph Wright, of Pierremont-gardens, Darlington, was fined £50, and ordered to pay £10 costs for unlawfully and corruptly giving two £5 notes to Mr. Edward Marshall, an employee of Messrs. Richard Johnson & Nephew, Limited, of Bradford, Manchester.

Mr. C. T. B. Leigh, prosecuting, said that Messrs. Richard Johnson & Nephew, Ltd., were wire manufacturers, and they, with others, had paid £200,000 to secure the right in this country relating to secret processes for the manufacture of wire, and particularly in relation to galvanising.

Wright was manager for the Darlington Wire Mills, Ltd., of Sheffield, and Darlington, which company was in the same kind of business. Marshall had been employed by the prosecuting firm for twenty-seven years, and had done work as a galvaniser, in the course of which he had acquired knowledge of the secret processes.

Two Interviews.

An interview was arranged between Marshall and Wright early this year, and this took place in Manchester on April 29. There was a long conversation, and Wright said that he had come down about a galvanising job. He said that he thought Marshall could help, and added that it would be a good thing for both of them.

Marshall replied that he was not prepared to say anything, but he answered certain questions, as he did not think they were of any importance.

There was a second interview on June 25, also in Manchester, and Wright met Marshall in a motor-car and took him to a public-house at Ashton-under-Lyne. Wright produced two £5 notes, gave them to Marshall, and said, "Here you are. Take them. I promised you I would treat you, and I am a man of my word."

Marshall demurred at taking the money, but eventually pocketed it with the intention of handing it over to his employers.

Wright and Marshall afterwards went to another public house, where Marshall was asked technical questions about secret processes at his firm's works.

These questions and answers, said Mr. Leigh, would be of assistance to a competing firm like the Darlington Wire Mills, Ltd. Some of the information which Marshall gave was false. He was suspicious, and did not want to give away anything that would be detrimental to his employers.

Wright stated, in evidence, that during the interview, Marshall never protested about being asked to disclose anything about his company's processes of work.

"I was not interested in discovering them," said Wright. "I reckon I am a top-notch galvaniser."

He said that at the second interview Marshall pulled out a piece of paper and drew a diagram of a certain kind of pulley, adding: "This is of out of my own brain." He was much impressed by the sketch, and gave Marshall £10, as he seemed to be a decent chap. Nothing was ever said to suggest that there was anything secret about the sketch.

Wright added that he used the pulley, and it was well worth £10. He never, at any time, attempted to persuade Marshall to give away his firm's secret.

CONSTABLE ON CHAIR COOLIE?

STRANGE CASE IN KOWLOON COURT.

When a Chinese made his appearance before Mr. H. B. Butters at Kowloon Magistrate's Court yesterday, it was stated that the man had assaulted a Chinese police constable stationed at the Central Police Station.

The accused denied the charge.

The constable said that he went to look for the accused with a friend on Monday night because he (accused) had said: "If you are dismissed from the Police force, you will have to carry a sedan chair in the streets." Continuing, the constable said he only wanted an explanation. When he found the accused, the latter denied everything and an argument ensued, when accused picked up a bamboo chair and hit him on the forehead.

Mr. Butters: Why did you not ask for an explanation three nights ago?

Complainant: Accused said that Tong Chau had told him that if I was dismissed from the force I would have to carry a sedan chair. The accused was discharged.

LEAGUE APPROACHED ON TREATIES.
CHINESE DELEGATES TO ASK FOR REVISION.

It is reported that pursuant to special instructions from the State Council, the Ministry of Foreign Affairs in Nanking has telegraphed to the Chinese delegation to the Assembly of the League of Nations now in session at Geneva, instructing that a resolution be submitted to the Assembly recommending the reconsideration and revision of various unilateral treaties between members of the League in accordance with Article XIX of the Covenant of the League, which reads:-

"The Assembly may from time to time advise the reconsideration by members of the League of treaties which have become inapplicable and the consideration of international conditions whose continuance might endanger the peace of the world."

Since the signing of the League Covenant in 1919, this important provision has never been once put into effect. A resolution proposing the reconsideration and revision of unilateral and inapplicable treaties between China and certain other members of the League in accordance with this article was submitted by Dr. C. C. Wu at the meeting of the Assembly last year. Owing, however, to the opposition of France and several Central European States, the resolution was defeated.

Dr. Wang Elected to Hague Court.

Geneva, September 25.—The League of Nations Assembly met today for the election of new judges to the Hague Permanent Court of International Justice. It resulted in a qualified majority for the 14 candidates of whom the Japanese representative in the League's Council—Ambassador Aichi, received the greatest number of votes in recognition of his labours for the League. He was elected with 40 out of a total of 52 votes. The Chinese candidate, Dr. Wang Chung Hui, President of the Judicial Yuan of the Nanking Government, was elected with 32 votes.

The League's budget committee adopted a resolution moved by the Dutch and Norwegian delegates that the clerical staff of the League's secretariat, the International Labour Bureau and the Hague court must henceforth, before assuming their duties, swear an international oath of loyalty to the League, its wording to be drafted by the legal committee for approval by the League's Assembly.

FAVOURITISM
"As safe and wholesome as good Scotch Whisky" is a simile often heard. The wisdom of this apt saying is fully realised when the whisky is—"Highland Nectar." The rich malt flavour and mellow maturity fully justify its choice.
THE DISTILLERS AGENCY, LTD., DISTILLERS, EDINBURGH.
"The illustration depicts the attractive 'Highland Nectar' bottle."
"Highland Nectar"
SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
DIAL 20195. HONG KONG.

補身益壽
INCREASES STRENGTH OF BODY AIDS LONGEVITY
六十不死去塊肉
"If one does not die at 66, he will lose a piece of his flesh."
Live to a good old age—keep yourself hale and healthy with Horlick's Malted Milk.
Horlick's is the food above all for advancing years; made of malted barley and wheat and fresh full-cream milk it contains all the elements necessary for the nourishment of the body in the most readily digested form. Delightful in flavour, made in a sweetest with hot or cold water.
HORLICK'S
THE ORIGINAL
MALTED MILK
IN 4 SIZES
AT ALL CHEMISTS & GROCERS
Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.

Drive him out! Drive him out!
PETERMAN'S ROACH FOOD
FATAL TO COCKROACHES.
On Sale at All Dispensaries & Stores
He'll exterminate us all! He stepped in
RIGHT! He will exterminate them all.
Peterman's Roach Food exterminates every roach in your house.
It entices roaches from their hiding places. They carry it on their legs and bodies back to their nests. They wriggle over all the others there over their young and their eggs.
Every one dies and disintegrates. No odour. Nothing is left but a little dry dust.
Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs far behind the baseboards and under the floors.
Only the right powder could do that. Peterman's Roach Food is the right powder.

IMPORTANT FRENCH NAVAL CHANGE.

NEW COMMANDER FOR FAR EAST.

REAR-ADMIRAL MOUGET TO RETURN TO FRANCE.

Paris, Sept. 26.—Vice-Admiral Hore left to-day for the Far East to take command of the French Far Eastern naval division in succession to Rear-Admiral Mouget, who is shortly returning to France. The appointment is regarded as very significant for it is the first time since the war that a Vice-Admiral has been appointed to this command.

In announcing the news, the French agency states: "It is scarcely necessary in view of the troubled conditions existing in the Far East to insist on the significance of naval reinforcements in this part of the world, and especially on the appointment of a vice-admiral, enjoying great authority in naval and political circles, in place of a rear-admiral."

Admiral Mouget, who is at present in command, has been appointed chief of the French Naval

School at Brest where naval officers receive special instruction for the general staff or the staff of naval attaches. He expects to leave Shanghai in the early part of November, accompanied by most of his officers.

Admiral Hore is leaving Marseilles on the Athos 15, and will be accompanied by Commodore Petit, who will replace Commodore Fernet who is at present in command of the flagship, the Waldeck Rousseau, which is in port at Shanghai.

PRAISE FOR HOOVER ADMINISTRATION.

EFFECTIVE LEADERSHIP MAINTAINED.

"WET" CANDIDATE CHEERED BY CONVENTION.

[UNITED PRESS.]

Albany, N.Y., Sept. 25.—Secretary of State Henry W. Stimson, making the key-note speech at the Republican State Convention here to-day, declared that President

Hoover's administration had been the most effective within his memory.

President Hoover, said Secretary Stimson, has maintained effective leadership through an economic crisis, and has actually prevented panic. He has, according to his Secretary of State, already fulfilled 35 out of the 36 pledges which he made during his campaign for the Presidency.

The mention of President Hoover's name was loudly cheered, but it was noted that an allusion to Mr. Dwight Whitney Morrow, Republican candidate for United States Senator from New Jersey, met with even greater enthusiasm from the convention audience.

Mr. Morrow, already favourite for his achievements as a partner of J. P. Morgan, as Ambassador to Mexico, and as father-in-law of Colonel Charles A. Lindbergh, his attracted nationwide interest in the current campaign by coming out strongly for the revision of the prohibition laws and reversion to control by the individual states. President Hoover has endorsed his candidacy, although the fact that President Hoover was elected on a platform of prohibition enforcement at first caused some doubt about his attitude toward the "wet" Mr. Morrow.

PING PONG TOURNAMENT.

LATEST RESULTS.

The following are the results of the Men's and Ladies' Singles tourney in the Hong Kong Ping Pong League:—

Men's Singles:—Ho Choo Keung beat Robert Choo, 3 sets to love; Kum Chan Man beat Ko Yau Cheung, 3 sets to 1; Siu Sui Ching, 3 sets to love.

Ladies' Singles:—Miss Ko Lai Ngok beat Mrs. K. Gonzalez, 3 to 0.

SENIOR LEAGUE.

In the Senior League, the position of the various teams is as follows:—

	P.	W.	L.	Pts.
Chinese A.A.	5	0	5	
South China A.A.	4	3	1	3
Saiwan College	4	2	2	2
Hip Wah A.A.	5	2	3	2
Hip Keung A.A.	4	1	3	1
Eastern A.A.	4	0	4	0

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by s.s. Patroclus:—Capt. and Mrs. E. B. Deakin, Dr. W. K. Duncombe, Mr. and Mrs. A. Rasmussen, child and ayah, Mrs. W. F. Simmons.

The following passengers arrived yesterday by s.s. Tamba Maru:—Mr. Haji Mahomed Jaffer Miller, Miss Margaret A. Scherf, Mr. Bhagwandas Homandas, Mr. Haku-sing Pahlusing, Mr. Frederick Peters, Mrs. Sit Yeong, Mr. Peter V. Kishnina, Mr. Tadashi Sato, Mrs. Yi Hua, Mrs. Lee Few Yen, Mr. Ginozo Mr. Ginozo Tanaka, Mr. Tameji Miki, Mr. Masami Kitai, Miss Kikuko Kitai, Mr. Kitao Nonaka.

Departures.

The following passengers leave to-day by s.s. Patroclus:—Miss G. Brodie, Mr. and Mrs. A. Jackson, Miss E. Kelly, Mr. Oliver Lee, Mr. and Mrs. M. Lydney, Miss M. B. Walker, Mr. and Mrs. J. S. S. Cooper, Master Cooper, Mr. and Mrs. H. T. Cox, Mr. J. H. Crocker. The following passengers left yesterday by s.s. President Taft:—Mr. Moy Gwong, Mr. Chan Hoy, Mr. P. H. Borowell, Miss Hung Kit Ying, Mr. Cheung Yod Fun,

Mr. Yien Sheung Lam, Mr. Wong Lok Sang, Mr. Anton Arntsen, Mr. D. Johan Johansen, Mr. C. O. Julian, Misses Bosch, Mr. S. Tanaka, Mrs. W. G. Worcester, Miss Yick, Miss P. C. Lam, Mr. Lo Kan, Lieut. and Mrs. Wm. A. Hayward, Lieut. and Mrs. John Y. Salsman, Mrs. C. Aldeguer, Miss Alice Davis, Mr. and Mrs. W. C. Cowling, Miss M. Cowling, Mr. and Mrs. J. V. Crowe, Miss Cynthia Davis, Mrs. L. Dillrell, Lieut. and Mrs. Wm. A. Hamilton, Lieut. Takeo Ito, Mrs. Maxwell Murray, Miss Katherine Roney, Sergeant and Mrs. Monty Schneider, Master Robert Schneider, Mr. and Mrs. James A. Snook, Mr. Katsuhiko Watanabe, Mr. William McGibbon, Miss Edna Roy.

Boats:—A1. Heiyo Maru, A3 Tjibadak, A4 Cronor, A5 Ixion, B7 Cornville, A8 Kiangsu, B13 Kueichow, C10 Shantung, C19 Helios, B20 Wong Shok Kung, B21 Chip Shing, A23 Patrick Henry, A26 Shyogen, Maru, A27 Tolomachup, A28 Kiangchow, A29 Wing Lee, A31 Dorry, B32 Yat Shing, B34 Chenan, C30 Chung Kong, B38 Ichang, C30 Shun Chih, C42 Haidis, C43 Sun Kong, C44 Tonkin, C46 An Lee, C47 Hin Sang, B50 Yei Maru, C53 Yei Maru No. 2, B54 Shenandoh No. 3.

SHIPPING MOVEMENTS.

The B.I. s.s. Takda will leave for Singapore, Penang and Calcutta on or about Friday, October 3 at 3.30 p.m.

The B.I. s.s. Tilawa will leave for Amoy, Shanghai, Moji, Kobe and Osaka on or about Thursday, October 2 at 6 a.m.

R.M.S. Empress of Asia arrived at Kobe yesterday at 9.30 a.m. left the same day at 5 p.m. is due at Nagasaki on October 1 at 3 p.m. leaves Nagasaki on October 2 at 3 a.m.

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—

Wharves:—Kowloon: Benavrich, Empress of Japan, Holt's; Telamachus; A.P.C.—Taikoktau; Unda; O.S.K.—Menado Maru; Douglas Lapraik; Haining.

Docks:—Kowloon: Seistan, Mau Sang; Taikoo: Solviken, Hong Kheng.

SOLE AGENTS FOR SOUTH CHINA:
REUTER, BRÖCKELMANN & Co.,
HONG KONG AND CANTON.
Sub-Distributors: **ANDERSON MUSIC CO., LTD.**
and LEADING CHINESE STORES.

Money and Markets

CANTON TRADE NOTES.

There has been keen inquiry for cotton yarn from country districts. Retailers are also large. The quotations for No. 10 and 20 have risen by 81 per bale. According to a Shanghai telegram, some 1,500 bales were sold on Monday and the prices were unchanged.

Foodstuffs imported from the North on Monday included 14,215 bags groundnut, 5,054 bags soy bean, 440 bags sorghum, 5,000 bags flour and 160 tons groundnut oil.

Demand for silk by foreign merchants has shown a decrease. During the first part of September, some 1,500 piculs of raw silk and 140 piculs of waste silk were exported, showing a decrease of 810 piculs raw silk and 1,371 piculs waste silk as compared with the corresponding period last year.

The rice crops in the country districts, especially Nanchang and Fuzhou, are very abundant this year. Farmers in these two districts claim that their crops this year are the best for the past ten years.

The price of flour and sugar has fallen off as arrivals are large and demand is limited.

The production of honey has increased in recent years. Thousands of dollars' worth of locally produced honey have been exported to Japan and other foreign countries recently.

The quantity of coal imported into the city during August totalled 48,036 tons showing a decrease of 1,580 tons over the same month last year. The majority came from Formosa, a small quantity from India and 100 tons from the North River districts in Kwangtung.

Demand for thin woollens is limited on account of high prices caused by the exchange. In spite of the arrival of the cool season, merchants are reluctant to place large orders.

EXPORTS TO AMOY HELD UP.

MERCHANTS PROTEST AGAINST NEW TAX.

Trade connections between Hong Kong and Amoy have been temporarily suspended as the result of protest by Amoy merchants against the decision of the authorities there to impose an additional tax on exported goods.

Acting upon instructions from the Amoy authorities, the native Customs notified the merchants to the effect that an additional tax on exported goods will be imposed as from October 1. This led to a strong protest by the merchants who dispatched representatives to ask the Commissioner of Customs to withdraw the order, but the latter replied that it was beyond his power to do so.

In view of the fact that the new additional tax will affect their trade, the merchants wired the Ministry of Finance in Nanking to instruct the authorities in Amoy to withdraw the proposed tax. They have decided that until the new tax is abolished, they will suspend business transactions with other ports pending a satisfactory settlement. Consequently they have wired merchants in Hong Kong, Shanghai, and other places to suspend shipment of goods to Amoy. Hong Kong merchants have sent no goods to Amoy since the receipt of the news.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

	RUPEY, Sept. 29.
Paris	123.82
New York	4.83 31/32
Brussels	34.03
Geneva	35.40
Amsterdam	12.04
Milan	92.83
Berlin	20.41
Stockholm	18.09
Copenhagen	18.10
Oslo	18.15
Vienna	34.43
Prague	103
Helsingfors	103
Madrid	46.20
Lisbon	108.35
Athens	37
Bucharest	217
Rio	5 5/8
Buenos Aires	40
Montevideo	40
	1/15 25/32
Shanghai	1/14
Hong Kong	1/3
Yokohama	2/0 7/16
Silver, spot & forward	16 1/2

NEW YORK STOCK EXCHANGE.

IRREGULARITY IN EARLY SESSIONS.

HALF-HEARTED RALLY AT THE CLOSE.

(UNITED PRESS.)

New York, September 23.—A steady pressure downward was the trend of the stock market to-day, according to the daily review of the Dow-Jones Financial News Agency. There was irregularity in the early market, but prices soon settled into an easy decline. Most issues were forced down to point close to the lows touched on Wednesday, and while there was a tendency to rally late in the day, it was less pronounced than yesterday. Prices, therefore, closed lower than on Wednesday, with less upward trend.

Speculative Issues Losers. Highly speculative issues were heaviest losers, traders having been made cautious by the market's erratic and bearish behaviour during the last few days.

A total of 3,007,710 shares changed hands. Brokers' loans were unchanged from the previous week, and call money remained at 9 per cent.

The Dow-Jones average of 30 industrial closed off 4.35 to 217.75. Copper demonstrated strength in the face of dividend reductions. Anaconda won back 5/8 from its yesterday's low to 40 1/2, while Kennecott and Nevada Consolidated lost 1/8 each to close at 31 1/2 and 12 1/2 respectively, all standing firm in comparison with other prices.

Steel dropped more than copper, but less than the average of industrial, U.S. Steel being off 2 1/2 to 159 1/2 and Bethlehem off 2 1/2 to 91 1/2.

New Low Level for Rubber. Rubber continued to fall to new lows, Goodrich closing off 7/8 to 20 1/2 and Goodyear off 2 points to 51 1/2.

Among other industrial stocks, Eastman-Kodak dropped 5 points to 200, and Du Pont de Nemours 3 to 100. Radio Corporation was also off 3 to 30 1/2, and International Harvester 3 1/2 to 92 1/2.

The average of 20 utilities, as before, fluctuated less than the industrial, but was off 1.37 to 76.60. International Tel. & Tel. closed at another new low, off 3/8 to 36 1/2. American Tel. and Tel. was off 2 1/2 to 203 1/2. Columbia Gas and Electric dropped 2 1/2. Consolidated Gas of New York was off 2 points to 103. General Electric dropped 2 1/2 to 64 1/2, while Standard Gas and Electric was down 3/4 to 91.

Rails Relatively Firm. Rails again held relatively firm, the average of 20 being off only 1/2. Baltimore and Ohio dropped 2 1/2 to 98 and Canadian Pacific closed down 1 1/2 to 180 1/2. Erie dropped a point to 33, New York Central 2 points to 157 1/2.

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations.

Tone of Market.—Weak.	No. of Shares done.—3,500,000.	Call Money.—2 per cent.	New York, Sept. 23, 1930.
	Last Dividend.		Latest Sales.
American Smelting	4		51
Anaconda Copper	2.50		36
Baltimore and Ohio	7		92
Borg Warner	3		21
Continental Oil	None		15
City Service Common	30c. A		27
City Wright Common	5		5
Eastman Kodak	53		197
Electric Bond and Share	6		71
General Motors	30		39
General Railway Signal	6		67
Gold Dust	2 1/2		36
Goodyear Tire and Rubber	5		51
Grubbs Consolidated	3		17
International Cement	4		53
International Nickel	1		20
Montgomery Ward	3		39
Radio Corp. of America	None		23
Radio Keith Orpheum	None		59
Sears, Roebuck & Co.	2 1/2		51
Simmons Co.	3		31
Standard Oil of New Jersey	3		53
Standard Oil Co. of New York	1.00		27
Union Carbide and Carbon	2.00		61
United Aircraft and Transport	None		42
United States Rubber	None		16
United States Steel	7		157

THE WORLD RUBBER POSITION.

PRODUCTION DECREASING.

London, September 23.—Rubber consumption in the United Kingdom for the first eight months of 1930 amounted to 45,376 tons against 43,482 tons in the corresponding period of the previous year. Great Britain is the only European country to show an increase in consumption.

In view of the low prices prevailing, the Anglo-Dutch Plantations of Java have ordered the cessation of tapping on several of their estates which last year produced about 3,000,000,000 lb. The Tolo-hang Rubber Estates have also decided to stop tapping.

The weekly reports both from English and Dutch sources agree that production is decreasing very slowly while consumption remains at a very low level. Stocks will certainly show an increase until the end of the year.

SAIGON RICE MARKET.

PRACTICALLY NOTHING DOING.

The following report, dated Sept. 30, has been issued by the Société Indo-Chinoise de Commerce, Saigon:—

The market has been dull with practically nothing doing. There have been some sales effected to Java, but sellers are still waiting to cover, expecting our market will continue to drop.

Business to France has been very poor, prices there dropping daily. From all other countries there has been no demand and no enquiry.

Brokers No. 1 and 2 have been firm, some business having been done and stocks being poor. Millers, however, take only small commitments for prompt delivery and are not at all inclined to sell forward.

Market closes quiet at the following prices:—

No. 1 Long 23 per cent.—104 francs per 100 lbs.; 6.50 guilders per Java pikul; 5.50 yen per pikul; 9/5 shillings per cwt.

No. 2 Japan 40 per cent.—104 francs per 100 lbs.; 6.50 guilders per Java pikul; 5.50 yen per pikul; 9/1 shillings per cwt.

Brokers 1 and 2:—100 francs per 100 lbs.; 6.25 guilders per Java pikul; 5.05 yen per pikul; 8/7 shillings per cwt.

Shipment September/October 1.0.0. Saigon.

Paddy:—Good arrivals during the week; prices on the whole are firm and holders sell only when they are compelled.

S.S. FENGTIEN ON FIRE.

OUTBREAK WHILE AT CHEFOO.

A certain amount of damage was done to the cargo of the str. Fengtien, of the China Navigation Co., when a fire broke out in one of the ship's holds while at Chefoo. The ship left Shanghai last week for the north.

No damage was done to the ship itself, according to messages received in Shanghai. The cause of the fire is not known.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Deals	Normal	TUESDAY, SEPT. 30.	Buyers	Sellers	Deals	Normal
Banks								
H.K. Banks
Do (London)
Chartered Banks
Mercantile Bks. "A"
Do "C"
Bank of East Asia
Insurance								
Canton Insurance
Underwriters
North China
Union Insurance
Yangtze Insurance
China Firo
H.K. Firo
Shipping								
Douglases
Steamboats
Indos (prof.)
Do (def.)
Shell Transport
Water-works
Mining								
Bonanza
Railways
Langkate (comb.)
Do (single)
Explorations
Shanghai Loans
Rails
Tronoh Mines
Docks, Wharves, Godowns, etc.								
H.K. & K. Wharves
Providence (old)
Do (new)
H.K. Docks
Shanghai Docks
New Engineering
Hongkong
Lands, Hotels, and Buildings								
H.K. & S. Hotels
H.K. Lands (old)
Do (new)
Shanghai Lands
H.K. Realty
Humphreys
Chinese Estates
Cotton Mills								
Exos
Shai Cotton
Zong Sing
Public Utilities								
Tramways
Peak Trams (old)
Do (new)
Star Ferry
C. Lights (old)
Do (new)
H.K. Electric
Macao do
Sandakan Light
Telephones (fully pd.)
Do (part pd.)
China Buses
Tractor
Do (prof.)
Industrials								
Caldwell (ord.)
Macgregor (prof.)
Canton Ice
Comests (comb.)
Do (old)
Do (new)
Ropes
China Sugars
Malayan Sugars
United Asbestos
Miscellaneous								
Dairy Farms, cum. r.
Do, ex rights
Do, ex rights
Dor A. Wing
Amusement
Chin. Entertainment
Constructions
Lane Crawford
MacIntosh
Nanyang Tobacco
Sinapore
Watsons
Wm. Powell
B. Ind. G. Bonds
H.K. Govt Loans

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLEBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENVOLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1930, will be subject to Rent. All Claims against the Steamer must be presented to the Underigned on or before the 20th October, 1930, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th October, 1930, at 10 a.m., by Messrs. Godard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by Agents.

Hong Kong, 29th Sept., 1930. [9910]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ORRETES."

FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Wharf. The Cargo will be ready for Delivery from Godown on and after 29th September. Optional Cargo will not be admitted here, unless Notice has been given prior to the vessel's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd DAY of OCTOBER, 1930, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tung Choi Street, Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
1	Kowloon Island Lot No. 2388.	Adj. to Tung Choi Street, Mong Kok Tsi, Kowloon Island.	As per sale plan.	About 15,450	178	50,000

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd DAY of OCTOBER, 1930, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
2	Kowloon Island Lot No. 2389.	Adj. to Tung Choi Street, Mong Kok Tsi, Kowloon Island.	As per sale plan.	About 49,300	340	24,000

ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO. (1918), LTD.

REMINDER.

SHAREHOLDERS are REMINDERED that A CALL of \$4.00 Per Share on the 1930-Issue Shares is payable to the BANKERS of the Company, the HONG KONG and SHANGHAI BANKING CORPORATION, on WEDNESDAY, 1st OCTOBER, 1930, and that Interest at the rate of 12% Per Annum will be charged on all Calls Unpaid at this Date.

SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 27th September, 1930.
9903

NOTICE.

GARRISON SCHOOLS SWIMMING SPORTS, V.R.O. BATHS.—OCTOBER 2nd, commencing at 2.30 P.M. ENTRIES for OLD SCHOLARS' HANDICAP (3 Lengths) should be sent to the HEADMASTER, GARDEN ROAD. POST ENTRIES will be Accepted. This Race is timed for 4.30 P.M. [9902]

EIGHTH EXTRA RACE MEETING.

RACE No. 8, KWANGSI HANDICAP, "A" CLASS.

IN Accordance with the Conditions of the above Race, the HANDICAPPER has Barred the Undermentioned Ponies—

BLACK BEAUTY ROYAL FLUSH
NATIONALIST II SPERMINT
PRIDE OF TSINGTAO ZORIAN
PRESIDENT HALL

By Order,
C. B. BROWN,
Secretary.

FOR SALE.

FIVE-SEATER TOURING CAR CHEVROLET 52, in First-class Condition and Running Order. Price \$1,500. Trial on Kowloon Side Any Evening.—Address: "OWNER," care of Hong Kong Daily Press.

FRIGIDAIRE, Good as New, Only Used for 18 Months; 5 ft. x 8 ft. Can be seen by appointment at owners Flat in Kowloon.—Address: "OWNER," care of Hong Kong Daily Press.

ADVERTISEMENTS.

HONG KONG POLO CLUB.
"K. O. Y. L. L." CUP.

THE FINALS of the TOURNAMENT have been Postponed to WEDNESDAY, OCTOBER 1st, at 5 P.M. [9909]

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the EIGHTH EXTRA RACE MEETING to be held on FRIDAY, 10th OCTOBER, and on SATURDAY, 11th OCTOBER, 1930 (Weather Permitting), may be obtained at the Race Course, HONG KONG CLUB, and Causeway RAY BAZZAS.

Entries CLOSE at 12 O'clock NOON, on THURSDAY, 2nd OCTOBER, 1930. [9900]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed and Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "TELEMACHUS"

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Hols' Wharf. The Cargo will be ready for Delivery from Godown on and after 29th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the last port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 5th October will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 20th October, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [9900]

28th September, 1930.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355-METRES.

11 to 11.30 a.m.—Commercial news.
11.30 a.m. to 12.30 p.m.—Chinese programme.

12.30 p.m.—European programme.
1.30 p.m.—Weather report.
3 p.m.—Chinese programme.

5 p.m.—European programme of Victor records selected and supplied by Messrs. Taang Fook Orchestral Music.

"Martha"—Overture (Flotow).—Victor Symphony Orchestra.
"Beautiful Night"—Waltz (Offenbach) and "Spring Song"—Waltz (Mendelssohn).—International Concert Orchestra.

"Post and Pansant"—Overture (Von Suppe).—Victor Symphony Orchestra.
"Tales from the Vienna Woods"—Waltz (Strauss).—International Concert Orchestra.

"Apache Dance" (Offenbach) and "La Golondrina" (Serradell).—Victor Salon Orchestra.

"Norwegian Bridal Procession" (Grieg) and "Swedish Wedding March" (Sodermann).—Victor Concert Orchestra.

"Salut d'Amour" (Elgar) and "The Magic Song" (Zauberlied).—Mirek Weber and his orchestra.

"A Night in Venice"—Overture (Strauss).—State Orchestra.

"Don Juan"—Overture (Mozart).—Concert Orchestra.

8 p.m.—"The Romance of the Automobile Association" by Stenson Cook, General Secretary.

This very interesting record has been forwarded by the Secretary of the Hong Kong Automobile Association and will prove interesting to most listeners.

CONCERT MUSIC

"Liebestraum" (Liszt) and "Pilgrims Song of Hope" (Batie).—Henry Gordon Thunder, Organist.

"Louise—Deuils Le Jour" (Charpentier) and "Resurrection—Dieu de Grace" (Alfano).—Mary Garden.

"Locelyn" (Gardard) and "Evening Song" (Schumann).—Pablo Casals, Violinist.

"Thais" (Massenet) and "Berceuse" (Gardard).—Chas. R. Cronham, Organist.

"Beloved—It is Morn" and "Ah, Moon of My Delight"—Richard Crooks, Tenor.

"Imprromptu" (Schutt) and "Valse" (Avenky).—Hand Bauer-Ossip Gabriilowitch, Duet.

"Song Without Words in D" (Mendelssohn), "Songs My Mother Taught Me" (Dorak) and "Flight of the Bumble Bee" (Rimsky).—Pablo Casals, Violinist.

9 p.m.—Weather report, local time and news bulletin.

LIGHT MUSIC.
"Iowa Corn Song"—American Legion Official Band.
"Who Are You Fooling To-night"—Vaughn De Leath, Contralto.

"Italian Spanish Favourites" and "Verona"—Waltz (Pietro).—Mario Perry, Piano, Accordion Solo.

"I Can't Do Without You" and "Just a Melody Out of the Sky"—Gene Austin, Tenor.

"The Jolly Coppersmith" and "Don't Be Cross"—Arthur Pryor's Band.

"Daffy Ditties"—Cliff Friend, Tenor.

"Slumber On" and "The Perfect Song"—Victor Salon Orch.

"Who Cares Anyhow" and "She Has a Dimple on Her Chin"—Happiness Boys.

"Scotch Memories" and "Loch Lomond"—Sir Harry Lauder, Comedian.

"Mother Machree" and "You're the Flower of My Heart"—Bob MacGinnay, Whistling.

OPERATIO MUSIC.

10.30 p.m.—
"La Figlia Del Reggimento" (Donizetti).—Toti Dal Monte, Soprano.

"Rigoletto—Paraphrase de Concert" (Verdi-Biszt).—Alfred Cortot, Pianist.

"Samson et Dalila—Arctez O Mes Freres" (Saint Saens) and "L'as To Jones Oublie"—Gianni Martinielli, Tenor.

"Falstaff" (Verdi) and "La Bonnamble" (Bellini).—Toti dal Monte, Soprano.

10.30 p.m.—Close down.

MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate General for the following persons:—A. H. Bartlett, Mrs. F. Bartlett, J. A. Conley, R. G. Cooper, J. M. Davidson, S. Dominguez, T. Durdin, H. J. Eddo, H. C. Evans, J. Fraykno, F. Hamilton, Mrs. G. H. Koston, S. Madrinan, A. H. Martin, J. A. McGee, J. Murphy, W. C. O'Connell, Miss D. Rubin, Mrs. P. Rubin, G. R. Rogers, F. N. Shumaker, Mrs. R. Smith, A. B. Taylor, G. L. Townsend.

CONSIGNEE NOTICES

"CLEN" LINE, LIMITED.
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENLUCE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 8th October, 1930, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 7th October, 1930, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by the Vessel, unless the Consignees' Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 1st Oct., 1930. [9917]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PORTOS."

ARRIVED HONG KONG ON TUESDAY, 30th SEPT., 1930.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Thursday, the 8th October, 1930, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 6th October, 1930.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th October, 1930, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 30th Sept., 1930. [9913]

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SAARLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's Godowns at Kowloon, whence Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October, 1930, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 4th October, 1930, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 10th October, 1930, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSSEN & CO., Agents.
Hong Kong, 28th Sept., 1930. [9905]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON, SYDNEY AND PHILIPPINES.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October, 1930, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, 1930, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 28th Sept., 1930. [9902]



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To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via Honolulu The Short, Steady Route to America
Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. McKinley, Tues., Oct. 7, 9 a.m. Pres. Jefferson, Tues., Oct. 14
Pres. Grant, Tues., Oct. 21 Pres. Lincoln, Tues., Oct. 28
Pres. Cleveland, Tues., Nov. 4 Pres. Madison, Tues., Nov. 11

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Pres. Johnson, Sun., Oct. 5, 8 a.m. Pres. Wilson, Sun., Nov. 2, 8 a.m.
Pres. Fillmore, Sun., Oct. 19, 8 a.m. Pres. Van Buren, Sun., Nov. 16, 8 a.m.

To Manila

Pres. Jefferson, Oct. 7, 6 p.m. Pres. Lincoln, Oct. 21, 6 p.m.
Pres. Grant, Oct. 11, 6 p.m. Pres. Cleveland, Oct. 25, 6 p.m.

CANTON BRANCH—4, SEA KEE STREET.

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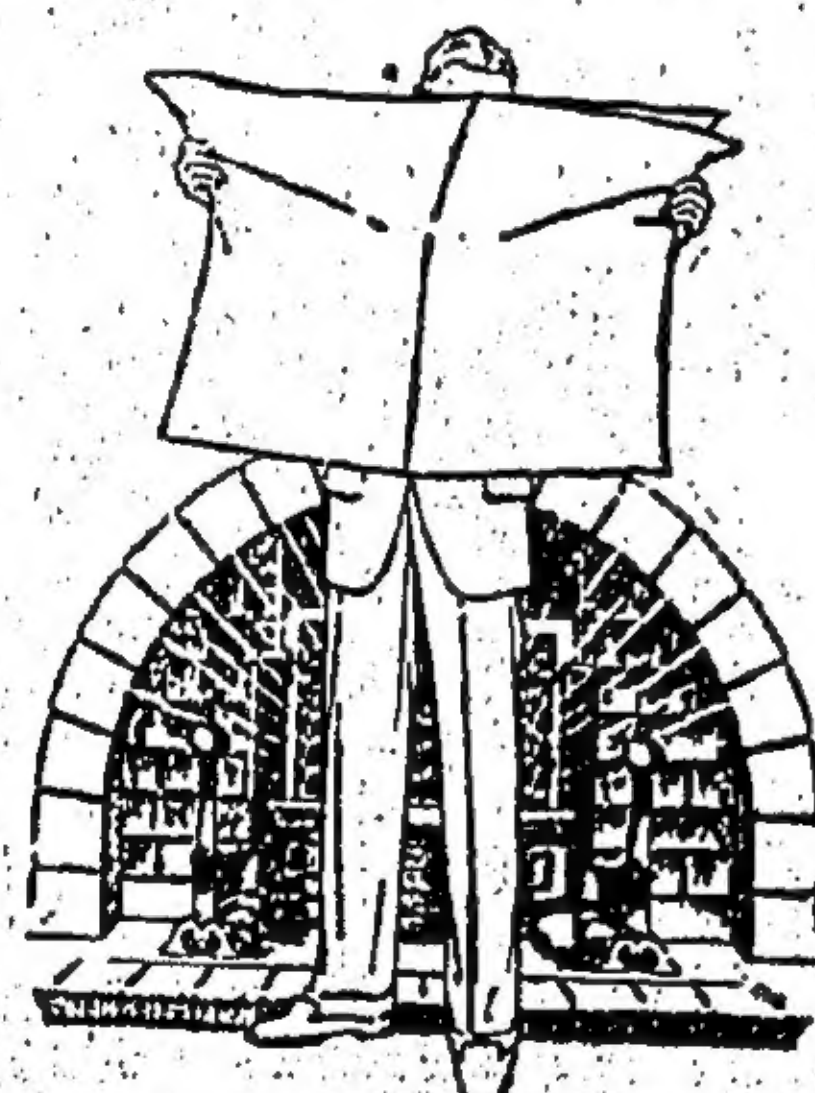
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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, FOOCHOW, WUHAIR, CHUNYU & TIENTSIN	"KUEIHOW"	On 1st Oct.	10 a.m.
SHANGHAI	"IOHANG"	On 1st Oct.	5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 1st Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 2nd Oct.	11 a.m.
FOOCHOW, KANTON & HAIPHONG	"LIANGHONG"	On 2nd Oct.	11 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 5th Oct.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 5th Oct.	11 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 5th Oct.	11 a.m.
S'HAL, NEWCHANG & DALNY	"LINAN"	On 6th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 7th Oct.	11 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 7th Oct.	5 p.m.
SWATOW, FOOCHOW, WUHAIR, CHUNYU & TIENTSIN	"HUICHOW"	On 10th Oct.	10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 10th Oct.	11 a.m.
SWATOW & SHANGHAI	"ANHUI"	On 15th Oct.	6 a.m.
AMOI, SWATOW & SINGAPORE	"KAYING"	On 15th Oct.	11 a.m.
SWATOW & BANGKOK			

* Proceeds Steamers D.G.A., Thursday Daylight, and sail thence.

SAILINGS SUBJECT TO ALTERATION.

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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	14th Oct.	21st Oct.	24th Oct.	9th Nov.
TAIPING	14th Nov.	21st Nov.	24th Nov.	9th Dec.

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THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

on or about 30th OCTOBER

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SAILING LIST.

Other Sailings:	SHANGHAI, etc.	CONVIENT, etc.
M.S. "Malaya"	30th Oct.	30th Oct.
M.S. "Danmark"	27th Oct.	10th Dec.
M.S. "Java"	30th Nov.	9th Jan.
M.S. "Pera"	30th Dec.	9th Feb.
M.S. "Australia"	28th Jan.	7th March
M.S. "Africa"	26th Feb.	7th April

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Remarks
	Inches	Fahrenheit	Direction	Force	Force	Force	Force	Force	Force	Force	Force
Vladivostok	29.82	73.7	ESE	2	1	0	6	30.00	76.2	48	...
Nemuro	29.76	76.0	NE	1	1	0	5	29.57	76.1	0	...
Hakodate	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Tokio	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Kobe	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Nagasaki	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Ragoshima	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Oshima	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Maia	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Ishigakijima	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Bonin Island	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Chafco	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Shanghai	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Qingdao	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Wanchow	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Foochow	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Amoy	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Swatow	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Taihou	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Taihu	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Taiwan	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Koshu	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Pescadore	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Hong Kong	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Gap Rock	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Macao	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Holow	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Pratas Island	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Philippine	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Tourane	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Cap St. James	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Dacao	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Aparri	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Tuguegarao	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Vigan	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Manila	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Legaspi	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Calbayog	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Tacloban	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Bohol	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Cebu	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Surigao	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Saipan	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Guam	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Yap	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Pelau	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...
Labuan	29.76	76.0	NE	1	1	0	5	29.76	76.0	0	...

September 30d. 10h. 45m.—The anticyclone remains central to the north of Korea but has weakened. The typhoon is situated to the south-east of the Bonins, moving N.E. A depression remains over Tongking. Shanghai warning, 29d. 16h. 45m.—Typhoon of unknown intensity within 120 miles of Lat. 21° N. Long. 143° E., moving N.N.E. Recd. 29d. 17h. 15m. Manila warning, 29d. 16h. 00m.—Typhoon in Lat. 22° N. Long. 142° E., recurring northeastward. Recd. 29d. 18h. 10m. Hong Kong rainfall for the 24 hours ending at 10 a.m., to-day, 0.26 inch. Total since January 1, 1924, 10.4 inches, against an average of 76.89 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON OCTOBER 1.
DISTRICT.
1.—Formosa Channel ... N.E. or variable winds.
2.—South coast of China between Hong Kong and Lamoo ... S.E. or variable winds, light to moderate; cloudy, occasional rain.
3.—Hong Kong to Gap Rock ... S.E. or variable winds, light to moderate; cloudy, occasional rain.
4.—South coast of China between Hong Kong and Hainan ... S.E. or variable winds, light to moderate; cloudy, occasional rain.

B. D. EVANS, First Assistant.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 30

Previous Day at 4 p.m. On Date at 10 a.m. On Date at 4 p.m.

Barometer ... 29.80 29.87 29.76

Temperature ... 79 76 81

Humidity ... 85 92 82

Wind ... W S W

Direction ... 1 2 3

Force ... 1 2 3

Weather ... OR OR BO

Rain ... 0.12 0.0 0.24

Highest open-air temperature, 29.82

Lowest open-air temperature, 30.76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; R=Rain; S=snow; T=Thunder.

showers; Q=Squalls; R=Rain; T=Thunder.

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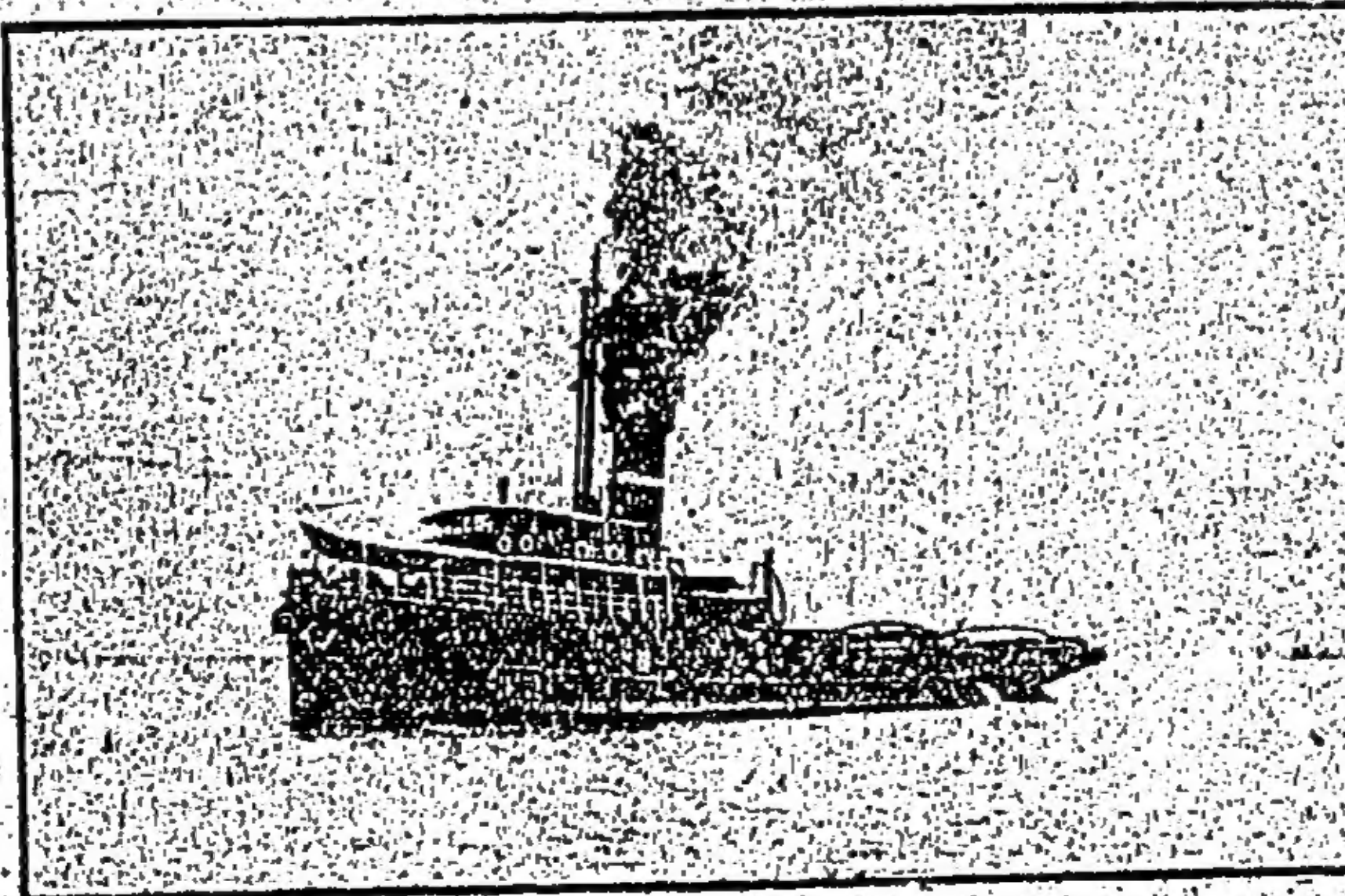
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"Henry Reswick"

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R. N. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Fri. 3rd Oct. at 7 a.m.
	"CHAKSANG"	Wed. 8th Oct. at 7 a.m.
	"FOOSHING"	Sun. 13th Oct. at 7 a.m.
	"KWAISANG"	Wed. 16th Oct. at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KIMSANG"	Thurs. 9th Oct. at 5 p.m.
	"SUISANG"	Mon. 13th Oct. at 5 p.m.
	"NAMSANG"	Satur. 25th Oct. at 5 p.m.
OSAKA via AMOI	"NAMSANG"	Wed. 8th Oct. at 7 a.m.
OSAKA via AMOI, S'HAL & KOBE	"KUTSANG"	Satur. 18th Oct. at 7 a.m.
	"BOSANG"	Wed. 23rd Oct. at 7 a.m.
SANDAKAN	"MAUSANG"	Wed. 8th Oct. at Noon
	"HINSANG"	Wed. 22nd Oct. at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSANG"	Wed. 8th Oct. at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: 30331.

18

GLEN LINE.

FARE, HONG KONG TO LONDON.—

1st JUNE/30th NOVEMBER ... £65.12.0d.

1st DECEMBER/31st MAY ... £82.00.0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & OCEAN F.O.

Steamship "CARNARYNSHIRE" ... 17th Oct.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

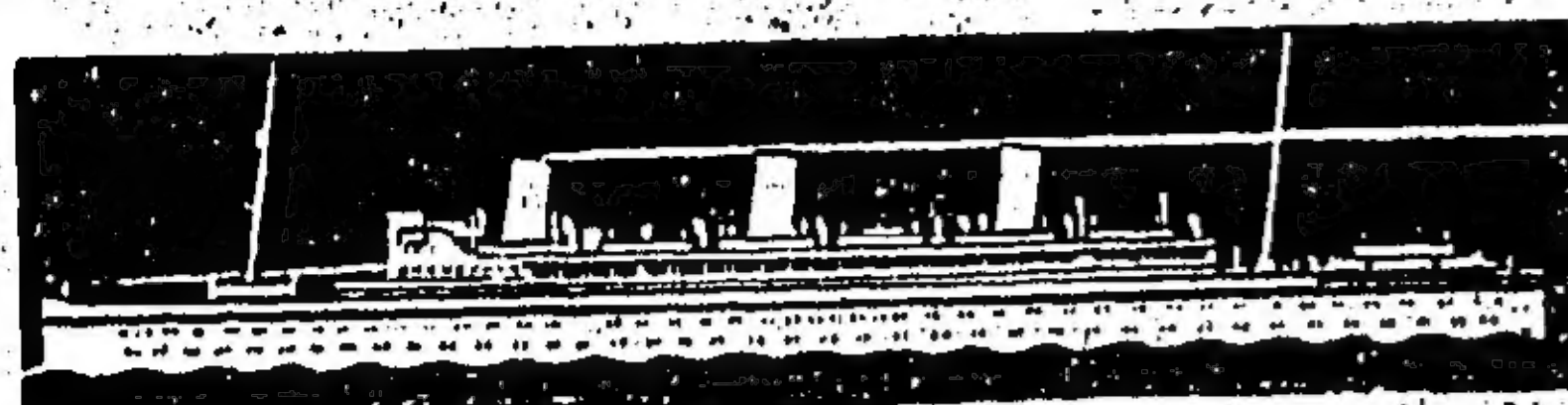
Motor Vessel "GLENLUE" ... 1st Oct.

Steamship "PEMBROKESHIRE" ... 13th Oct.

Steamship "GLENIFFER" ... 7th Nov.

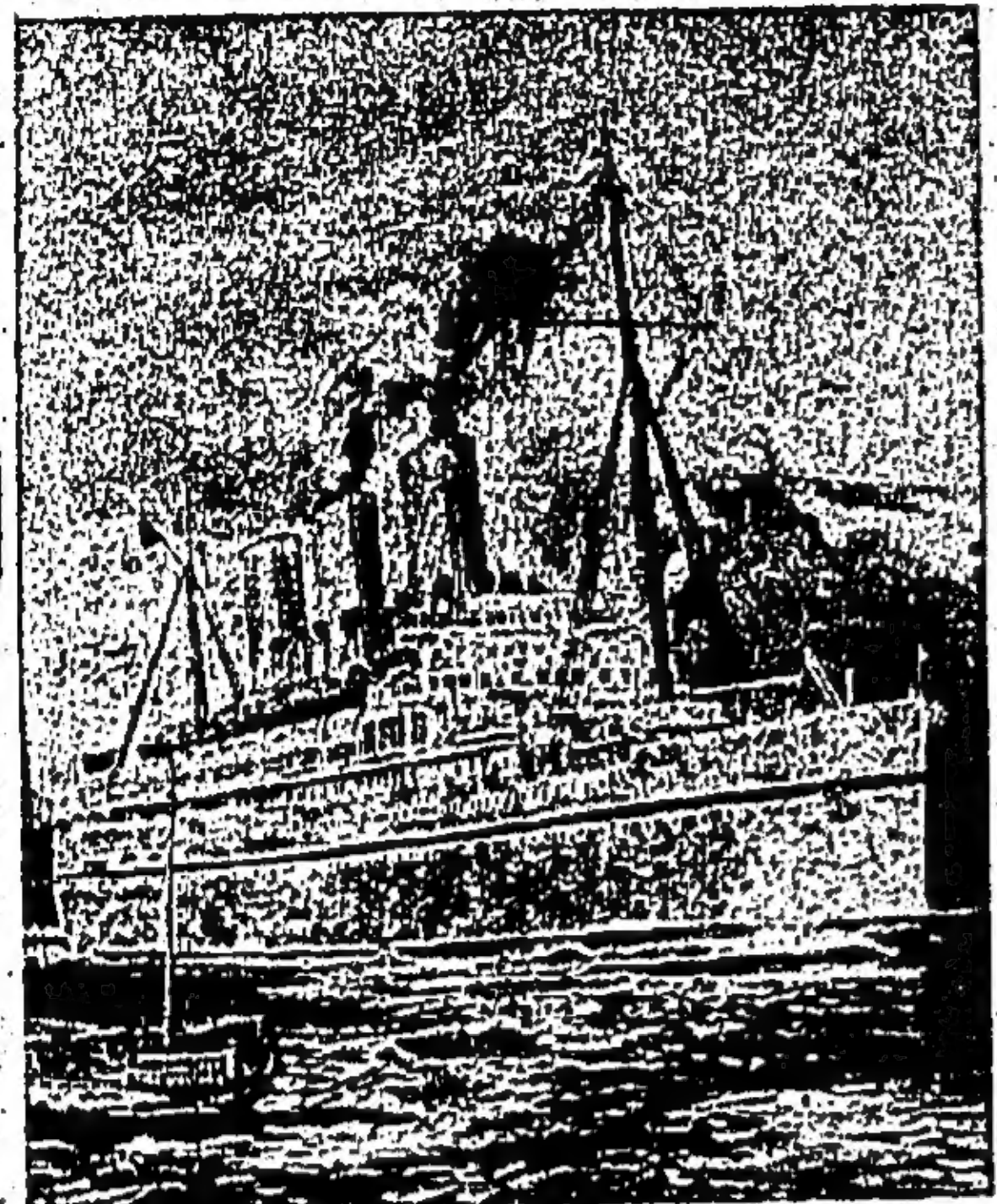
Motor Vessel "GLENOGLE" ... 31st Nov.

For Freight, Passage and further Particulars, apply to



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Newest, Largest and Fastest Steamer on the Pacific.
15 DAYS HONG KONG TO CANADA



ESTABLISHED a new record for crossing the Pacific, making the run from Yokohama to Victoria in 8 days, 6 hours, 27 minutes, this being 4 hours, 20 minutes less than the previous record held by the Empress of Canada.

NEXT SAILING TO THE PACIFIC COAST
October 2nd, 1930.

CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEM

N.Y.K. LINE

REDUCE THROUGH TICKETS TO EUROPE via U.S.A.
VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
CHIOHBU MARU ... Thursday, 8th October
SHINYO MARU ... Sunday, 19th October
SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIYE MARU ... Wednesday, 22nd October
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
YASUKUNI MARU ... Saturday, 4th October, at 8 a.m.
HAKONE MARU ... Saturday, 18th October, at 7 a.m.
SYDNEY & MELBOURNE via Manila & Porto.
AKI MARU ... Tuesday, 21st October
KITANO MARU ... Tuesday, 18th November
BOMBAY via Singapore, Penang & Colombo.
TANGU MARU ... Saturday, 11th October
TOTTORI MARU ... Monday, 27th October
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BOKUYO MARU ... Saturday, 20th November
SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Porto.
KANAGAWA MARU ... Saturday, 18th October
NEW YORK, BOSTON via PANAMA.
TOBA MARU ... Tuesday, 7th October
LISBON MARU ... Friday, 17th October
LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
LIMA MARU ... Tuesday, 14th October
CEYLON via Singapore, Penang & Rangoon.
MURORAN MARU ... Wednesday, 8th October
RANGON MARU ... Wednesday, 29th October
SHANGHAI, KOBE & YOKOHAMA
NAGATO MARU (Mojit direct) ... Thursday, 2nd October
HAKOZAKI MARU ... Friday, 3rd October
TERUKUNI MARU ... Thursday, 16th October
+ Cargo only.

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
ANDRE LEBON ... 14th Oct.
FORTIOS ... 28th Oct.
CHENONCEAUX ... 11th Nov.
ATHOS II ... 25th Nov.
D'ARTAGNAN ... 9th Dec.
ANGERS ... 23rd Dec.
SPINX ... 6th Jan. '31.
G. METZINGER ... 20th Jan.
To Yokohama via Shanghai and Kobe.
CHENONCEAUX ... 13th Oct.
ATHOS II ... 27th Oct.
D'ARTAGNAN ... 11th Nov.
ANGERS ... 25th Nov.
SPINX ... 9th Dec.
G. METZINGER ... 23rd Dec.
ANDRE LEBON ... 6th Jan. '31.
PORTHOS ... 20th Jan.

We can issue Through Tickets to Europe, Strait Ports, West Africa, Madagascar by Transshipment on our Mail Steamers at Port Said, or Diyarbakir (Ankara).

For Full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
Telephone: 2461.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 14,000 TONS;
THROUGH CARGO
12,700 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for H.K.	Through Ports
Telemachus, Singapore	235	9,076
Orca, Singapore	704	4,235
Emp. of Japan, Manila	28	227
Liangchow, Swatow	170	800
Telemachus, Saigon	1,600	—
Kweichow, Canton	—	2,823
American	—	7,068
Patrick Henry, Cuba	19	4,458
German	—	1,400
Dorcy, Dalny	1,400	—
Dutch	—	54
Cremer, Deli	687	—
Norwegian	—	200
Cornville, Tacoma	350	—
Nordhav, San Pedro	5,600	—
Holies, Bangkok	600	—
Japanese	—	6,450
Menado Maru, Haiphong	1,107	50
Portuguese	—	1,107
Wing Lee, K. C. Wan	400	—
Chinese	—	400
Tak Hing, Antau	30	—
Shun Chih, Saigon	1,800	—
Chung Kong, Tourane	120	—
Total	14,000	12,700

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
American	6	1
German	1	1
Dutch	1	0
Norwegian	4	2
Japanese	1	3
Portuguese	1	0
Chinese	3	0
French	0	1
Swedish	0	1
Danish	0	1
Total	18	18

WARSHIPS IN PORT.

The following warships were in port yesterday:—
Bain, H.M.S. Tamar.
East Wall, Taranulua.
North Arm, Sepoy, Sterling.
West Wall of Dock, Caradoc.
In Dock—Scorpius, Seraph, Moth.
Foreign Men of War—U.S.S. McCormick, Portuguese Adamaster, French Argus.

ASIATIC DECK PASSENGERS

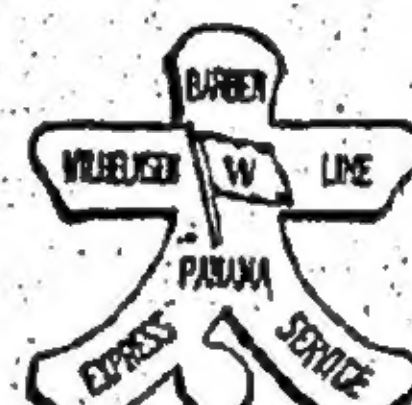
The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Empress of Canada (Br.)	70
Telemachus (Br.) Saigon	40
Cremer (Dutch) Deli, Singapore	2,128
Menado Maru (Jap.) Haiphong, Hoibow	166
Wing Lee (Port.) K. C. Wan	79
Tak Hing (Chi.) Antau	87
Shun Chih (Chi.) Saigon	425
Total	3,024

ARRIVALS

September 29.
Shun Chih, Chinese str., 1,241 tons, Capt. T. Thorlyson, from Saigon, buoy No. C30—Chang Tong Ha.
September 30.
Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C25—Yau Lee & Co.
Cornville, Norwegian str., 2,747 tons, Capt. Olaf Carlsen, from Shanghai, buoy No. B7—Thoresen & Co.
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A4—J.C.J.L.
Dorcy, German str., 578 tons, Capt. J. Bruhn, from Dalny, buoy No. A31—Chau Yau Teng.
General Metzinger, French str., 5,524 tons, Capt. Bron, from Shanghai, Kowloon Wharf—Messageries Maritimes.

Kueichow, British str., 1,220 tons, Capt. D. Williams, from Canton, buoy No. B13—B. & S.
Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. C45—N.Y.K.
Oliva, German str., 4,874 tons, Capt. Fick, from Manila, buoy A24—Jelsson & Co.
Patrick Henry, American str., 4,806 tons, Capt. B. J. Chechire, from Manila, buoy No. A25—L. Everett, Inc.
Patroclus, British str., 6,910 tons, Capt. Geo. T. Clark, from Dairen via ports, Hol's Wharf—B. & S.
Perthos, French str., 12,691 tons, Capt. Filippi, from Marseilles and Saigon, Kowloon Wharf—M.M.
Ryujin Maru, Japanese str., 902 tons, Capt. Y. Nakagawa, from Canton, Wanchi Anchorage—Y. Sato & Co.
Tamba Maru, Japanese str., 3,554 tons, Capt. H. Kanauchi, from Singapore, buoy No. A2—N.Y.K.
Telemachus, British str., 1,340 tons, Capt. A. Hall, from Saigon, buoy No. A27—Wo Fat Sing.
Tilawa, British str., 6,153 tons, Capt. E. Coleborn, from Singapore, Kowloon Wharf—M. M. & Co.
Tjisondari, Dutch str., 5,019 tons, Capt. J. J. Duit, from Tanjong Pandary, buoy No. A6—J.C.J.L.
Wing Lee, Portuguese str., 641 tons, Captain Jose Antunes, from K. O. Wan, buoy No. A29—Wo Hop & Co.



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TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI YANG"
will sail on OCTOBER 19th

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SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO
LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

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Queen's Buildings. Agents. Telephone 29021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT
S.S. "CITY OF MOBILE" ... London, Rotterdam, Hamburg & Glasgow ... 9th October
S.S. "CITY OF HEREFORD" ... London, Rotterdam & Hamburg ... 9th November
S.S. "CITY OF ROUBAIX" ... London, Rotterdam & Hamburg ... 9th December

NEW YORK, BOSTON & BALTIMORE ... AMERICAN & MANHATTAN LINE
S.S. "CITY OF CHESTER" ... 7th October

ALSO AGENTS FOR

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SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE
M.V. "TAYBANK" ... 1st November

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... 5th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Bona, Callao, Ilo, Port Angeles, Montevideo, Orinda, Imbabura, Yachay, Morona, Kichwa, Fort S. J. de los Rios, Leticia Bay, Wauja Bay and Macapua.

For Freight or Passage on any of the above lines apply to—
Telephone: 27781.

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P. & O., British India Apear and Eastern & Australian Lines

COMPANIES INCORPORATED IN ENGLAND.
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND, QUEENSLAND, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL STEAMERS
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,980	11th Oct.	Bombay, Marseilles and London
"KASHGAR"	6,715	18th Oct.	Bombay, Marseilles and London
"KHYBER"	9,114	25th Oct.	Bombay, Marseilles and London
"MACDONIA"	11,120	8th Nov.	Bombay, Marseilles and London
"KARNATAKA"	5,233	15th Nov. [Mar.]	Bombay, Marseilles and London
"KARNATAKA"	5,233	22nd Nov.	Bombay, Marseilles and London
"RAWALPINDI"	16,619	6th Dec.	Bombay, Marseilles and London
"KALYAN"	1,144	30th Dec.	Bombay, Marseilles and London
"LAHORE"	5,304	27th Dec. [Mar.]	Bombay, Marseilles and London
"RANCHI"	16,650	3rd Jan.	Bombay, Marseilles and London
"JEYPORE"	5,318	10th Jan. [Mar.]	Bombay, Marseilles and London
"KASHMIR"	5,955	17th Jan.	Bombay, Marseilles and London
"COMORIN"	15,132	24th Jan.	Bombay, Marseilles and London
"KASHGAR"	7,648	7th Feb.	Bombay, Marseilles and London
"KASHGAR"	9,005	14th Feb.	Bombay, Marseilles and London
"MALWA"	10,980	28th Feb.	Bombay, Marseilles and London
"KHYBER"	9,114	7th Mar.	Bombay, Marseilles and London
"RAWALPINDI"	16,619	24th Mar.	Bombay, Marseilles and London

* Cargo only. + Calls at Calcutta.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS			
Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,949	3rd Oct. 5.30 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,006	23rd Oct.	do.
"TALAMBA"	8,018	12th Nov.	do.

B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)			
Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	2nd Oct. 4 p.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"NELLORE"	6,853	21st Oct.	do.
"TANDA"	6,958	8th Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
The P. & O. S.S. Co., Ltd., steamers will also call at S'pore, Cebu, Colombo, Kandy, Timor, or other ports en route as indicated on the shipping schedule.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	2nd Oct. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
"NELLORE"	6,853	7th Oct.	S'hai, Moji, Kobe, Osaka & Yama
"MOBEA"	10,954	10th Oct.	S'hai, Moji, Kobe & Yokohama
"KIDDERPORE"	5,234	11th Oct.	Shanghai, Moji & Kobe
"KARNATAKA"	5,233	18th Oct.	S'hai, Moji, Kobe & Yokohama
"BENALLA"	5,018	22nd Oct.	Shanghai, Moji & Kobe
"TALAMBA"	8,018	23rd Oct.	Amoy, Moji, Kobe & Osaka
"MACDONIA"	11,120	24th Oct.	S'hai, Moji, Kobe & Yokohama
"LAHORE"	5,304	6th Nov.	do.
"RAWALPINDI"	16,619	7th Nov.	S'hai, Kobe & Yokohama
"TANDA"	6,958	11th Nov.	S'hai, Moji, Kobe, Osaka & Yama
"JEYPORE"	5,318	22nd Nov.	S'hai, Moji, Kobe & Yokohama
"KALYAN"	9,144	22nd Nov.	S'hai, Kobe & Yokohama
"RANCHI"	16,650	3rd Dec.	S'hai, Moji, Kobe & Yama
"KASHMIR"	5,955	14th Dec.	do.
"COMORIN"	15,132	2nd Jan.	Shanghai, Kobe & Yokohama
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"RAWALPINDI"	16,619	28th Feb.	Amoy, Moji, Kobe & Yama
"KHYBER"	9,114	14th Mar.	S'hai, Moji, Kobe & Yama
"RAJPUTANA"	16,588	27th Mar.	S'hai, Moji, Kobe & Yokohama
"KALYAN"	9,144	10th Apr.	Shanghai, Kobe & Yokohama
"COMORIN"	15,132	24th Apr.	S'hai, Moji, Kobe & Yokohama
"KASHMIR"	5,955	8th May	Shanghai, Kobe & Yokohama
"RANCHI"	16,650	22nd May	Shanghai, Kobe & Yokohama

* Cargo only.
All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landladies.
Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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